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STATE OF NORTH CAROLINA

TWENTY-SIXTH REPORT

OF THE

CORPORATION COMMISSION

FOR THE

BIENNIAL PERIOD, 1931-1932

COMPILATION FROM RAILROAD RETURNS ARE FOR
YEARS ENDING DECEMBER 31, 1930 AND 1931

STATE OF NORTH CAROLINA
CORPORATION COMMISSION

W. T. LEE, CHAIRMAN
GEORGE P. PELL
STANLEY WINBORNE

COMMISSIONERS

R. O. SELF, *Clerk*

REBECCA MERRITT, *Reporter*

ELSIE G. RIDDICK, *Assistant Clerk*

MARY SHAW, *Stenographer*

EDGAR WOMBLE, *Statistician*

RATE DEPARTMENT

W. G. WOMBLE, *Director of Railroad Transportation*

NEEDHAM B. CORRELL, *Rate Specialist*

C. H. NOAH, *Junior Rate Specialist*

CAPITAL ISSUES DEPARTMENT

STANLEY WINBORNE, *Commissioner*

SOPHIA P. BUSBEE, *Stenographer*

LETTER OF TRANSMITTAL

RALEIGH, DECEMBER 5, 1932.

*His Excellency, O. MAX GARDNER,
Governor of North Carolina,
Raleigh, N. C.*

SIR:—As required by Section 1065, Chapter 21, Consolidated Statutes, the Corporation Commission has the honor to report for the biennial period 1931 and 1932.

The 1931 Legislature passed Chapter 455, of the Public Laws, which materially amended Chapter 21, Article III, Volume I, Consolidated Statutes, by giving this Commission authority to require uniform accounting, annual and other reports, make ex parte investigations, require certificates of convenience and necessity for the transfer of public utility property, and to approve contracts between utilities and holding Companies.

ELECTRIC RATES

This Commission has had jurisdiction of electric, gas and telephone utilities since 1913. Practically all the utilities operating in the State at the present time were at that time operating and had many of the plants that are in operation today already in service at the time that the Commission obtained jurisdiction. Since that time, there has been only one increase in electric rates made by Commission order after hearing,—that of the Southern Power Company in 1921; and, on appeal the Commission's decision in that case was upheld by the Supreme Court. The increase in public utility earnings has not come about by increase in rates, but by extension into new territory and growth in industry. During and after the close of the World War the great criticism of public utilities was caused by their inability to supply the demand, which was so great from sources of industry that the utilities financed themselves for a great growth in hydro development, which took a period of years to develop, and about the time that this development was completed, decrease in business because of the financial depression left many of them with investments in plants which have capacities in excess of present demands.

With reference to the authority given the Commission to require annual reporting, etc. the Commission revised its requirements under the 1931 statute, and, based upon the information obtained through that source, made a thorough investigation of the earnings of the several utilities possible. After it had compiled sufficient information, the Com-

mission issued an order on July 21, 1932, directing the several utilities to appear before it for conference. To date, we have concluded conferences with the four large electric utilities in the State, which have resulted in an annual reduction in rate revenue, as follows: Duke Power Company, including Southern Public Utilities Company, \$957,000; Durham Public Service Company, \$65,000; Carolina Power & Light Company, \$120,000; and Tide Water Power Company, \$25,000. Prior to these conferences, during the study and investigation in 1931 reductions and adjustments in various gas, electric and telephone rate schedules were made, which resulted in approximately \$200,000, which when added to the above, make total reductions amounting to \$1,367,000.

We take the liberty to quote a comment of an examiner of the Federal Trade Commission on the comprehensiveness of our report forms. He said:

While not among the most elaborate and extended report forms in use, it contains several novel schedules, designed to bring out important and useful information, as well as schedules to develop what is commonly recognized as essential in a revealing report. This examiner found the information therein well worth while for his purpose and he is disposed to rank the report form as among the very best now in use.

The above quotation was taken from the report of Examiner Dickerson to the Federal Trade Commission in his investigation of the Tide Water Power Company.

As to certificates of convenience and necessity, the Commission wishes to emphasize that this requirement has been found to be very effective in accomplishing the purpose desired. Prior to the passage of this act, public utility properties could be transferred or constructed without the knowledge of the Commission, and in many instances have been transferred and operated for twelve months without the Commission's knowing of the change in ownership. Since the passage of this act, the Commission has been called upon to issue seven such certificates, and the practice required by the Commission under this section is embodied in Rule No. 8, of the Commission's Rules of Practice and Procedure, and enables the Commission to obtain first-hand information about the purchaser of a public utility which would not be possible for it to obtain over a long period without invoking this act. This section of the act was one of the first restraints that has ever been thrown around a utility property by an act of the Legislature of this State, and no act that has the effect of restraining the actions of an individual or corporation can escape some criticism. The operation of the act has been satisfactory and if any change therein is contemplated, it should be strengthened rather than weakened.

We have had many favorable comments on the authority given the Commission with reference to the approval of contracts between utilities and holding companies. This question is not only attracting the attention of this Commission, but is receiving due consideration from other states in the Union as well as the Federal Government. It has become a national issue because of the failure of what was known as the "Insull Empire," an association of holding companies controlled by Samuel Insull, of Chicago, and his allied interests. Some of our utilities in this State were affected by that failure and this Commission, in taking action with reference to these, has been confronted by the necessity for cautious procedure in order not to put these in receivership also. We report our findings as follows:

N. C. CORPORATION COMMISSION

UTILITIES PAYMENTS FOR ENGINEERING AND SUPERVISION

Statement of payments made by electric and gas utility companies to management and engineering companies for supervision, engineering and construction service for 12 months' period ending December 31, 1930, as revealed by reports on file with the State Corporation Commission.

Operating Companies	Management and Engineering Cos.	Charges for Connection with Supervision of Operations	Charges for Engineering and Construction Work	Gross Income of Operating Company	Gross Expenses of Operating Company	Increase in Fixed Capital for Year	Ratio of Sup. Charges to Gross Income	Ratio of Sup. Charges to Gross Expenses	Pct. Eng. Charges to Capital Increase
The Asheville Gas Co.....	The Whetstone Engineering Co.....	\$ 5,635.99	\$ 4,438.60	\$ 152,003.84	\$ 110,795.74	\$ 64,433.00	3.7	5.1	6.9
The Concord & Kannapolis Gas Co....	Southern Cities Public Service Co....	1,504.19	105.50	50,147.12	31,343.13	100.51	3.0	4.8	-----
The Durham Gas Co.....	The Whetstone Engineering Co.....	6,901.37	11,400.32	182,085.11	168,916.51	164,703.72	3.8	4.1	6.9
The Gastonia & Suburban Gas Co....	Southern Cities Public Service Co....	1,752.35	357.27	58,420.09	37,556.95	3,495.62	3.0	4.6	10.2
The Raleigh Gas Co.....	The Whetstone Engineering Co.....	9,832.75	9,572.74	286,208.09	201,353.84	140,298.29	3.4	4.9	6.9
Carolina Power & Light Co.....	Electric Bond & Share Co.....	61,338.02	128,072.45	-----	-----	-----	-----	-----	-----
Carolina Power & Light Co.....	Phoenix Utility Co.....	-----	76,666.92	-----	-----	-----	-----	-----	-----
*Total Carolina Power & Light Co....	-----	61,338.02	204,739.37	9,697,005.96	6,563,194.25	16,146,051.88	.6	.9	1.3
Durham Public Service Co.....	Henry L. Doherty & Co.....	17,992.94	4,398.80	990,311.24	851,525.67	142,583.62	1.8	2.1	3.1
Northwest Carolina Utilities Co....	Empire Management Co.....	3,236.26	5,310.47	132,319.60	143,481.20	Not reported	2.4	2.3	-----
Tide Water Power Co.....	Seaboard Public Service Co.....	15,540.29	14,155.78	1,402,253.66	1,147,003.06	266,964.50	1.1	1.4	5.3
Virginia Electric & Power Co.....	Stone & Webster Service Corp.....	13,582.77	4,232.85	-----	-----	-----	-----	-----	-----
Virginia Electric & Power Co.....	Stone & Webster Engineering Corp....	-----	28,804.49	-----	-----	-----	-----	-----	-----
†Total Virginia Elec. & Pow. Co.....	-----	13,582.77	33,037.34	862,207.45	417,578.12	539,435.56	1.6	3.3	6.1

* Covers company's operations in both North and South Carolina.

† Covers company's operations in North Carolina only.

The legislation passed by the 1931 Legislature has been found to be wholly necessary in the conduct of the Commission's business during the past two years and it contemplates preparing and presenting to the Legislature additional suggestions for strengthening our present law, to meet modern requirements in public utility regulation.

TELEPHONE RATES

For some time the Commission has had under consideration the question of telephone rates. The comparison of our rates with those of adjoining states reveals the following:

AVERAGE RATE FOR EXCHANGES OF LESS THAN 1,000
TELEPHONES MAGNETO SERVICE

State	Number of Exchanges	Rate	
		Business 1-Party	Residence 1-Party
North Carolina.....	28	\$3.35	\$2.25
South Carolina.....	37	3.55	2.25
Georgia.....	70	3.35	2.00
Tennessee.....	120	3.05	2.00
Virginia.....	46	3.50	2.35

AVERAGE RATE FOR EXCHANGES OF LESS THAN 1,000
TELEPHONES COMMON BATTERY SERVICE

State	Number of Exchanges	Rate	
		Business 1-Party	Residence 1-Party
North Carolina.....	17	\$3.85	\$2.45
South Carolina.....	16	4.30	2.65
Georgia.....	30	3.90	2.30
Tennessee.....	10	4.15	2.40
Virginia.....	10	3.50	2.45

AVERAGE RATE FOR EXCHANGES HAVING BETWEEN
1,000 AND 3,000 TELEPHONES

State	Number of Exchanges	Rate	
		Business 1-Party	Residence 1-Party
North Carolina.....	6	\$4.00	\$2.65
South Carolina.....	3	5.15	3.15
Georgia.....	10	4.90	2.90
Tennessee.....	3	4.50	2.75
Virginia.....	5	4.00	2.75

AVERAGE RATE FOR EXCHANGES HAVING BETWEEN
3,000 AND 10,000 TELEPHONES

State	Number of Exchanges	Rate	
		Business 1-Party	Residence 1-Party
North Carolina.....	5	\$5.50	\$3.25
South Carolina.....	4	6.40	3.80
Georgia.....	3	6.25	3.60
Tennessee.....	1	5.00	2.50
Virginia.....	7	5.00	3.00

COMPARISON OF EXCHANGES OF MORE THAN 10,000 TELEPHONES

Exchange	Number of Telephones	Rate	
		Business 1-Party	Residence 1-Party
Asheville, N. C.....	10,154	\$5.75	\$3.35
Charlotte, N. C.....	14,524	6.50	3.75
Savannah, Ga.....	11,530	7.00	4.00
Atlanta, Ga.....	61,086	10.00	4.50
Knoxville, Tenn.....	16,217	7.50	3.50
Chattanooga, Tenn.....	18,500	7.50	3.50
Nashville, Tenn.....	32,722	7.50	3.75
Memphis.....	44,078	7.50	3.75
Roanoke, Va.....	16,213	6.00	3.50
Norfolk, Va.....	33,553	8.50	4.00
Richmond, Va.....	44,408	8.50	4.00

Conferences on these rates have been set for early in January, 1933.

ARTIFICIAL GAS RATES

Investigation and study of artificial gas rates and service has been practically completed and conferences will be held with the companies during the month of December, with a view to making such reductions as may be found expedient.

MOTOR VEHICLE COMMON CARRIERS

The views of the Commission on this subject as expressed in its report to the 1931 General Assembly have not changed. Your attention is respectfully directed to that report. No appropriation is made to the Commission for the performance of this work and it is believed that the request which has been made to the Budget Commission for this work, if granted, will result in much additional revenue to the State.

INTERSTATE RAIL RATE INVESTIGATION

An appropriation for interstate rail rate investigation work has been requested of the Budget Commission and is sponsored by the Traffic League of the State, which is composed of the leading traffic officials of the several industries in this State and is to be used for investigational purposes only where the rate structure affects the State at large. The waging of rate cases for reduction in rates on particular commodities is usually borne by the particular industry interested and it is not contemplated to pay such expense from this fund.

PUBLIC UTILITIES DEPARTMENT

An appropriation of \$30,300 for a Public Utility Investigation Department has been requested of the Budget Commission because of the fact that this State never has made any expenditures for the setting up of values of the particular utility properties through extensive appraisals, nor has it made general audits of the public utilities in question. The work which is contemplated to be done by virtue of the appropriation requested will be laying the basic foundation on which all future rates will be made. For illustration: If we had the appraisal and audit of a public utility property from its inception to the present, future rate cases could take that in consideration with additions and betterments and have a rate base on which to form any conclusion that might become necessary over a number of years to come. It is too expensive to try to accomplish this as a special undertaking and much better results may be obtained from going about the matter deliberately, with a regular force working upon it from month to month until it is finished.

This Commission has under its jurisdiction fifty railway companies; 103 telephone companies; 75 artificial gas and electrical power com-

panies; and 134 common carrier motor vehicle operators. All of these Utilities have a fixed book capital in excess of \$660,000,000 and had in excess of \$100,000,000 of gross operating revenue for the year 1931. They paid to the State, counties and municipalities approximately \$10,000,000 in taxes during the same year. The supervision and regulation of these companies during this same period cost the State considerably less than one-half of one per cent of the taxes paid; and, if the request which is being made for the next biennium appropriation is granted and should be spent, such regulation then would cost the State less than one per cent, of the taxes paid in by these utilities.

RAILROADS

General

In our report for the previous biennial period we commented on the effect of motor vehicle transportation on the railroads as evidenced by matters coming before the Commission. During the period covered by this report, the rail carriers have continued to feel, even more keenly, the effects of the competition of other forms of transportation due to the general business depression. This has been evidenced by numerous applications to discontinue agency stations, by requests for permission to establish reduced rates to meet motor truck competition, and by the abandonment of short line railroads.

The Commission has continued the policy of extending liberal treatment to short line railroads in the matter of rates, however, notwithstanding this policy the carriers listed below have received from Federal authorities permission to discontinue operation and have abandoned their lines of railroads.

Carolina Railroad Co. Operated between Kinston and Snow Hill, N. C.—15 miles.

Dover and South Bound R.R. Operated between Dover and Richlands, N. C.—25 miles.

Elkin & Alleghany R.R. Operated between Elkin and Doughton, N. C.—12 miles.

Atlantic Coast Line R.R.* Branch between Smithfield and Goldsboro, N. C.—22 miles.

The discontinuance of these lines has made relatively little change in the total railroad mileage operated in North Carolina. The figures are 4,968.14 miles for 1930 and 4,887.63 miles for 1931. The carriers operating this mileage reported a total investment in road and equipment of \$308,725,032.67 in 1930 and \$307,506,142.99 for 1931. For the year 1930 the same carriers reported a total capital stock of \$114,984,350.56 and a funded debt of \$151,121,798.54 with corresponding figures for 1931 of \$114,253,532.87 and \$153,550,410.38.

* *Trunk Line.*

The operating revenue in 1930 was \$67,121,149.30 which was a decrease of \$11,628,504.72 from the figure of \$78,749,654.02 for 1929. This figure was further reduced for the year 1931 to \$57,039,716.67. Of the operating revenue for 1930 \$10,426,110.57 was from passenger train service while for 1931 this figure was \$7,896,489.63. For comparative purposes, it should be pointed out that the corresponding figure for 1929 was \$13,331,261.91.

The above figures indicate to some extent how the carriers in North Carolina have suffered and are still suffering from the general business depression in common with the conditions in the nation and all other States in the Union.

As a result of the conditions described, a case, sponsored by bond holders and other financial interests, was brought by the carriers before the Interstate Commerce Commission seeking authority to increase all freight rates 15 per cent. Our Commission, along with other State Commissions and shipping interests, opposed the carriers application at public hearings and contended that increased freight rates would have the effect of diverting more traffic to other forms of transportation and would, therefore, be detrimental to the rail carriers, to say nothing of the great handicap such increases would place upon business at a time when it could be ill afforded.

The Interstate Commerce Commission took our view of the matter but in dismissing the application that Commission found that there were certain moving commodities upon which it was thought some additional charges might reasonably be collected for the benefit of the weak rail lines, which money is to be loaned to such carriers. Our Commission upon petition from the carriers approved the same increases on intrastate traffic as authorized on interstate traffic with limited exceptions, as did practically all other State Commissions.

The railroads have and are endeavoring to meet the competition of motor transportation, both freight and passenger. Rates on various commodities have been reduced by the carriers with notations in the tariffs to the effect that such rates are published to meet motor truck competition.

In the passenger field, the efforts of the carriers to increase their revenues have been directed to low week-end excursion fares and to certain experiments with reduced fares over certain portions of the lines of individual carriers.

CASES BEFORE THE INTERSTATE COMMERCE COMMISSION

North Carolina Rate Case, I. C. C. Docket 21665: The record in this case, which was referred to in our previous report, has been closed

and the case submitted to an examiner of the Interstate Commerce Commission. The briefs were filed on June 10, 1932 and it is hoped that a favorable proposed report will be received in the very near future.

Carolina Coal Cases, I. C. C. Docket No. 23314: This case attacking the rates on coal to all points in North Carolina from all mine producing points which ship into the State has been submitted to an examiner of the Interstate Commerce Commission since November 10, 1931. The case became involved with an investigation and suspension case, next referred to, which has delayed final disposition. A report in the case is expected any time.

Coal to the Southeast, I. & S. Docket 3778: This case resulted from an endeavor of the carriers to increase rates on coal to the southeast generally, including the southeastern part of North Carolina. This Commission, along with other parties, succeeded in having the increased rates suspended and thereafter participated in the proceeding in order to protect our interest in complaint cases hereinbefore referred to.

Cotton and Knitting Factory Products, Dockets 24139 and 24140: These two complaints have been filed in the name of the Commission seeking to secure for North Carolina manufacturers of cotton goods a more equitable basis of rates. Due to financial conditions, the burden of prosecuting the cases was thrown on the cotton goods people. The cases have now been submitted to an examiner of the Interstate Commerce Commission and a proposed report is expected during the first half of the coming year. Combined with these two cases is an investigation and suspension proceeding (I. & S. Docket 3636) resulting from an attempt by the carriers to increase cotton goods rates.

Leaf Tobacco Rates, I. & S. Docket 3674: This case resulted from the carriers filing tariffs carrying certain increased rates on leaf tobacco. The rates were suspended upon petition of various parties, including this Commission, and the issues have been tried and submitted to the Interstate Commerce Commission.

Rates on Potatoes from Eastern North Carolina, Docket 25441: This case is based on complaint of the Carolina Shippers Association of Wilson, N. C. and involved the rates on potatoes from North Carolina producing territory to points in the territory north of the Ohio River and west of Buffalo, N. Y. and Pittsburgh, Pa. This Commission, upon request of complainants, intervened in the proceeding and supported the position of the complainant. Briefs were filed on November 28, 1932. It is hoped the matter will be determined before the next shipping season.

Consolidated Southwestern Cases, Docket No. 13535: These cases involved rates to and from that large territory west of the Mississippi

River and south of the Missouri and Kansas State lines. The participation of the Commission in this proceeding since our last report has been limited to the filing of exceptions to examiners' proposed report and presenting oral argument. Our efforts combined with those of other southern interests should result in an equitable basis of rates to and from Southwestern territory comparable with rates from competitive territory north of us.

PARTICIPATION LIMITED DUE TO CURTAILED EXPENDITURES

Due to lack of funds as a result of insufficient appropriations and of curtailment in our appropriations by the budget bureau, our participation in legal proceedings as affecting interstate rates has been limited to such activities as we were able to perform with the means at our command.

In addition to the cases heretofore cited, we give below reference to other cases in which the Commission was confined to limited action.

I. & S. Docket No. 3048—Rates on Hay and Straw.

I. & S. Docket No. 3299—Rates on Stoves and Ranges.

I. & S. Dockets Nos. 3578 and 3706—Rules for Loading Watermelons.

I. & S. Docket No. 3614—Rates on Building Materials.

I. & S. Docket No. 3705—Rates on Fresh Vegetables to, from and between points in the South.

I. C. C. Docket No. 12964—Consolidation of Railroads.

I. C. C. Docket No. 17000, part 2—Western Trunk Line Territory, Class Rates.

I. C. C. Docket No. 17517—Rates on Sand, Gravel and Crushed Stone, within southern territory.

I. C. C. Docket No. 21623—Intrastate Rates on Excelsior on complaint of interstate shipper.

I. C. C. Docket No. 22771—Rates on Limestone.

I. C. C. Docket No. 24820—Intrastate Rates on Limestone and Marl as well as interstate Limestone Rates.

ACKNOWLEDGMENT OF COÖPERATIVE ASSISTANCE

The Commission wishes to express its appreciation of the fine cooperation it has received from the industrial and independent traffic men of the State.

Respectfully submitted,

W. T. LEE, *Chairman,*

GEO. P. PELL,

STANLEY WINBORNE,

Commissioners.

Attest:

R. O. SELF, *Clerk.*

W. G. WOMBLE, *Director R. R. Transportation.*

BIENNIAL REPORT

OF THE

Capital Issues Department North Carolina Corporation Commission

For the Fiscal Years April 1, 1930 to March 31, 1931; April 1, 1931 to March 31, 1932; April 1, 1932 to December 1, 1932.

Chapter 149 of the Public Laws, 1927, known as the Capital Issues Law, or the State Securities Act, provides for a fiscal period from April 1st to March 31st. This report covers the period from March 31, 1930 to December 1, 1932.

It will be observed from the attached financial statement that there has been some decrease in the receipts of this Department during the period covered, but it will also be observed that the expense of administering the law has been materially decreased and that the receipts are greater in proportion to the expenditures for the period from July 1st, 1931 up to December 1st, 1932 than ever before. The fact that this Department has produced revenue for the State is incidental, for the reason that in administering the law it has been the purpose of the Commissioner to protect the public against fraudulent securities and not to raise revenue.

It is generally believed that North Carolina has one of the most effective Securities Act of any of the forty-six States which attempt to regulate the sale of securities and it has been stated that North Carolina is one of the most difficult States in which to qualify securities.

Since the last Legislature, the activities of this Department have been hampered, due to the fact that the Legislature eliminated the Director and all appropriations for attorney's and auditor's fees, for which had formerly been appropriated the sum of \$5,400, and provided the Department with only a secretary at a reduced salary of only \$1320; and the Commissioner is now attempting to perform, in addition to the work of the Corporation Commission which has grown increasingly heavy, the duties formerly performed by the Director and attorney.

While it is not recommended that said former appropriations be restored at this time, yet, if the Department is to continue to properly function and the public be protected, there should be appropriated a sum sufficient to employ, from time to time, additional help to make special investigations, examinations and audits, and to assist the Commissioner at certain rush seasons of the year, when it is practically impossible for the Commissioner to execute the duties of the office with the celerity which conditions demand. The Budget Commission has

been asked for an allowance of \$500 for this purpose and it should be borne in mind that, in the opinion of the Commissioner, the proper expenditure of such a sum will result in a much larger increase in revenue.

Contrary to current opinion, the work of the Department has not decreased on account of the depression. Periods of depression such as this through which we are now passing, stimulate crooks in devising schemes to defraud the public and multiply the activities of stock swindlers and thereby increase the work of the Department. Schemes and rackets range from selling stock in rabbit farms to interests in oil leases and constant vigilance is required to prevent the investment of large sums in these gold brick enterprises.

Furthermore, in addition to passing upon the many applications for qualifications of securities made to this Department, the hundreds of applications for dealers' and salesmen's licenses, the Department is required to answer thousands of inquiries in regard to various securities which are offered for sale in the State. During the period covered there has been over 9,000 letters written and as the work of the Department becomes known to the public, the inquiries for various information annually increase. The department feels that it has rendered a considerable service to the citizens of the State and has saved them millions of dollars and in some instances has actually recovered money which has been unwisely invested in securities which were not authorized for sale.

Respectfully submitted,

STANLEY WINBORNE,
Commissioner.

N. C. CORPORATION COMMISSION

CAPITAL ISSUES DEPARTMENT

EXPENDITURES

RECEIPTS

April 1, 1930-April 1, 1931.

Salaries:

Director.....	\$4,500	
Attorney (3 mos.).....	600	
Auditor (1½ mos.).....	300	
Sr. Steno-Clerk.....	1,800	

Total Salaries.....	\$7,200	
Travel Expense.....	199	
Subscription and Dues.....	100	

Total.....	\$7,499	\$18,879
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April 1, 1931-April 1, 1932.

Salaries:

Director (3 mos.).....	\$1,125	
Sr. Steno-Clerk.....	1,640	

Total Salaries.....	\$2,765	
Travel Expense.....	54	
Subscription and Dues.....	100	

Total.....	\$2,919	\$9,977
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April 1, 1932-Dec. 1, 1932.

Salaries:

Sr. Steno-Clerk.....	\$ 880	
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Total.....	\$ 880	\$4,807
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Salary of Commissioner not included, neither does this include postage, telephone, printing, etc. These items are included in the administrative account of the Corporation Commission.

(This order should have come under Electric Light Companies—page 85)

IN RE: CONFERENCES ON PUBLIC UTILITY RATES AND SERVICE.

ORDER

The Commission has completed its survey of public utilities under its jurisdiction, which was made with a view to adjustment of rates in response to the demands of this unprecedented period of depression. It has made this survey cognizant of the inability of the public to pay almost any rate and also that the law requires the Commission to fix such rates as will yield to the utilities a fair return on the capital invested in the property which they devote to the public use. It has undertaken this investigation with the expectancy of saving to our State the enormous amounts appropriated by the legislatures of other states to special commissions to investigate utilities, which investigations have in numerous instances proven absolutely futile and become obsolete before being completed, owing to the rapid changes in conditions. In one state the legislature appropriated fifty thousand dollars two years ago for such purpose; and, after the special commission had made its report, recommending reduced valuations upon which to base rates, the special commission publicly admitted it had no evidence on which to support its findings, the result being that not a single rate in that state has been reduced based upon such findings and now the legislature of that state has appropriated thirty-six thousand dollars more to be placed in the hands of its regular Railroad Commission (a body similar to the North Carolina Corporation Commission) to complete the investigation undertaken by the special commission for which it was especially created.

In making this order this Commission can only hold out to the public the assurance that it shall not be required to pay greater rates than justified under the decisions which the courts have prescribed for its guidance in rate-making. It should be remembered that the utilities have been suffering under the depression as well as the people. For instance: Many of the mills, factories and machine shops of the State which have in the past consumed much power have either shut down or are running only part time. The telephone companies have lost thousands of subscribers, the Southern Bell reporting that it has lost 59,687 subscribers in the last six months, 4,439 of which were in the State of North Carolina. The light and power companies have lost in proportion, one company stating it has sustained a loss of 2,869 customers within the same period.

The public should remember that when individuals and corporations were making fabulous profits during the period of the War and as late as 1929, the public utilities were limited to their same fair return on the invested capital; we were not permitted by law to give them rates that would produce any more. The growth in public utility revenue in this State after the World War resulted from growth in business by expansion into new territory and building up industry and not from increase in rates.

Public utilities, under the law, are entitled to charge just and reasonable rates for service which they render to the public. Under our regulatory law and rules made thereunder, the method by which these just and reasonable rates shall be ascertained is prescribed. The Commission believes that ad-

justments, commensurate with a fair return upon a fair value of the used and useful property devoted to the public service, should be made in rate schedules from time to time. Rate controversies are expensive and are usually subjected to great delays. It is desirable that adjustments be accomplished without delay or expensive procedure, and it is thought that this can be accomplished best by negotiation and the readjustment of rate schedules where possible. The Commission is aware that the present unusual economic conditions have created new problems requiring careful consideration by the utilities of all the elements affecting their rates and the Commission desires, and it is determined, that the lowest rate which will yield a fair return shall be promptly put into effect; therefore, pending consideration of further orders, it is now

ORDERED, That all electric, gas and telephone utilities operating properties in the State of North Carolina shall cause their accredited representatives to meet with this Commission, on dates to be named, for the purpose of conferring with a view to effecting such immediate reductions in rates as may be legitimately possible under present conditions; and, it is

FURTHER ORDERED, That the schedule of dates for conferences be determined and furnished, together with a copy of this order, to each public utility operating within this State; and, it is

FURTHER ORDERED, That this order be effective as of date of issue.

By order of the Commission:

R. O. SELF,
Clerk.

This 21st day of July, 1932.

(This order should have come under Electric Light Companies—page 85)

IN RE: SECTION 1037(f), CONSOLIDATED STATUTES, AS ENACTED
BY CHAPTER 455, PUBLIC LAWS OF 1931.
(Holding Company Relationship)

ORDER

Under authority of Section 1037(f), Consolidated Statutes, as enacted by may be legitimately possible under present conditions; and, it is

ORDERED, That all public service corporations operating electric, artificial gas, telegraph or telephone properties within the State of North Carolina are hereby directed to file with the North Carolina Corporation Commission, at its office in Raleigh, under oath, on or before September 30, 1931, the following:

I

Copies of all written contracts and statements in full of all agreements, arrangements, understandings and practices in effect during the calendar year 1930, or any portion thereof, between the reporting public service corporation and any person, firm, or corporation, classed as a holding, managing or operating company and engaged in the selling of services of any kind. Such contracts and statements shall comprise those relating to operating, constructing, engineering, financing, purchasing or other services and shall include those with parent and subsidiary companies and companies affiliated through stock ownership, or otherwise.

II

Copies of all such contracts and statements as specified in I above that were effective during the period from January 1 to June 30, 1931, or any portion thereof.

III

Statement of all fees, commissions and/or other compensation paid, or payable, by the reporting public service corporation in connection with its North Carolina operations to any such holding, managing, operating, constructing, engineering, financing and/or purchasing company or agency (including subsidiary and/or affiliated companies) for services and/or property for the calendar year 1930 and also for the period from January 1 to June 30, 1931, with statements of the character of service for which such fees, commissions and/or other compensations were charged and the basis on which determined. In cases where fees or commissions are not paid as such, but are paid by way of compensation as a percentage added to cost, or otherwise, then state in full the arrangement, agreement, understanding and practice in each such case.

By order of the Commission:

R. O. SELF,
Clerk.

This 15th day of August, 1931.

THE JOURNAL OF THE
ROYAL ANTHROPOLOGICAL INSTITUTE
OF GREAT BRITAIN AND IRELAND
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DECISIONS AND ADJUSTMENTS OF COMPLAINTS

Railroad Companies

APPLICATION OF ATLANTIC AND YADKIN RAILWAY COMPANY FOR PERMISSION TO DISCONTINUE ITS ENTIRE PASSENGER TRAIN SERVICE, MAKING IT A LINE STRICTLY FOR HANDLING FREIGHT.

ORDER

This application is dated May 23, 1931. The Atlantic and Yadkin Railway Company operates on its main line one passenger train daily in each direction between Sanford and Mount Airy, North Carolina, a distance of 130.1 miles, and in addition provides passenger accommodations on so-called mixed trains on its branches between Ramseur, on the one hand, and Madison, N. C., on the other, the Ramseur Branch being 18.8 miles, and the Madison Branch 11.4 miles in length, the total mileage of the entire line and its branches being 160.3 miles. The main line is mostly paralleled by hard surfaced highways upon which trucks and buses are operated. The application is accompanied by financial statement of revenue and expenses from operation of passenger train service for twelve months, from January to December, 1930, inclusive, which will later be shown more in detail; which statement shows net deficit from operation of the two main line passenger trains Nos. 30 and 31, for the year of \$22,652.00, no account being taken of any charge for upkeep, or maintenance of track, buildings or bridges, taxes, interest on indebtedness and insurance, but only the actual operating deficit based on actual out-of-pocket cost of the two trains.

There is no train mail service between Ramseur and Madison, and the passenger business on that run is practically nothing. The application states it is proposed the mail will in future be handled by star routes and express on local freight trains, one of which is operated in each direction daily, by the addition of an express car and express messenger.

Hearing was held at Raleigh, June 23, 1931, there being present, as protestants, representatives from Mount Airy (population 6,045), Pilot Mountain (population 1,010), Liberty (population 873), Staley, Siler City (population 1,730), Bear Creek, Goldston (population 312), and Sanford (population 4,253), all of which towns, except Sanford, have no other railroad facilities. The Commission also received written petitions from points along the line protesting removal of these trains. The Commission likewise received numerous requests and letters from business men seeking to have the petition granted upon the general grounds this would tend to insure continuance of operation of the line for freight service.

In dismissing the petition, from the bench, the Commission took occasion to suggest to protestants that the Atlantic and Yadkin Railway Company could not be expected to continue for an indefinite period operating passenger service at such a loss as shown and that the people along its lines might look for abandonment of the passenger service unless it was patronized; and to the applicant, the suggestion was made that the question of performing this service

in a more economical way should be considered, and that in case it was found no improvement in income and expenses for the service occurred, applicant might come back to the commission after the first of the year when the application would receive further consideration, in the meantime monthly financial statements of operation were to be furnished the Commission for its information.

Accordingly, on January 8, 1932, the former application was renewed with the general statement that the trains were not being patronized either as a means of transportation for passengers or express, the latter having fallen off more than 50 per cent, that the Atlantic and Yadkin Railway has a deficit for eleven months of 1931, in excess of \$131,000; that unless some relief is obtained the company faces receivership within the near future.

Hearing upon the renewed application was had at Raleigh on Tuesday, February 9, 1932. The protestants present being vigorous and probably more numerous than at the previous hearing, and in addition the Greensboro Chamber of Commerce was represented to say that no protest was made by that city. A statement of revenue and expenses of the operation of these trains is shown below as a whole for the year, 1930, and by month for 1931.

The figures above show month by month the relative income importance of the three service features sought to be abandoned, some features of the expense, and the total actual expense of the whole passenger operation. The statement also demonstrates beyond question that the total expense of the whole passenger service is far out of proportion to income, cost alone considered, and yet it appears these items of income cannot be termed so unimportant as should be voluntarily abandoned forever to other transportation agencies on account of cost alone. Particularly is this true when thought of in the light of these depressed times, and in connection with the gross revenue of a railroad with no greater mileage, or traffic density per mile than that of the Atlantic and Yadkin line.

It was not contended by any protestant that improvement had occurred in the revenues from the movement of passengers, mail or express, but that the business people located upon the line are entitled to have express and mail service as well as freight service, and that the reason for continued falling off of passenger and express revenues was due to the poor schedules and no efforts to improve or strengthen the service on the part of the management.

Upon questions by the Chairman of the Commission to the Management of the Atlantic and Yadkin Railway Company as to what efforts had been made looking to the use of more economical equipment in the form of gasoline cars, in reply it was stated the management had looked into the matter, but had no money to make any change and indicated clearly in its opinion the passenger train business was a thing of the past for its line. Conditions in the instant case are, no doubt, like many of its kind in the United States, which is ably covered in general by a public address, recently delivered by an executive vice-president of one of the small railway systems, in which the following language occurs:

Our passenger service is much too fine, too heavy, and too inflexible for cash customers. Despite the fact that our passenger miles are 49 per cent of those of 1920, our passenger train miles are 87 per cent. We are faced

1931	Month	Receipts					Expenses					Deficit in Operation
		Ticket Sales	Mail Revenue	Express Revenue	Miscel- laneous Revenue	Total Receipts	Joint Terminals	Rental and Repairs Deprecia- tion Equip- ment	Fuel and Train Supplies	All Other Expenses	Total Expenses	
	January	\$ 1,903.67	\$ 1,457.94	\$ 1,019.89	\$ 10.24	\$ 4,397.74	\$ 1,120.00	\$ 697.71	\$ 1,296.83	\$ 2,248.08	\$ 5,362.62	\$ 964.88
	February	1,294.39	980.18	122.79	9.35	2,386.71	994.51	572.87	1,036.08	1,990.98	4,594.44	2,207.73
	March	1,215.43	1,019.74	(*)	8.26	2,243.43	1,045.94	739.94	1,396.75	2,107.87	5,350.50	3,107.07
	April	1,383.17	1,427.65	804.92	5.91	3,621.65	1,046.43	1,041.89	1,227.81	2,158.38	5,474.51	1,852.86
	May	1,555.07	1,012.64	700.00	8.15	3,275.86	1,053.81	551.18	865.13	2,201.19	4,671.31	1,395.45
	June	1,493.40	1,425.84	1,015.22	14.75	3,949.21	1,106.48	893.88	1,142.08	2,103.39	5,235.83	1,289.62
	July	2,225.41	1,254.26	339.94	10.68	3,830.29	1,093.90	1,003.90	1,136.46	2,122.17	5,300.32	1,470.03
	August	1,482.06	1,012.64	787.01	8.61	3,290.32	539.46	503.05	816.04	2,443.59	4,302.14	1,011.82
	September	1,499.75	925.00	659.18	9.21	3,093.14	576.15	974.66	1,108.39	2,146.37	4,835.57	1,712.43
	October	1,332.03	1,535.25	503.15	80.06	3,450.49	484.93	2,862.94	1,139.35	2,136.21	6,623.43	3,172.94
	November	1,042.69	1,010.18	475.54	2.89	2,531.30	959.87	619.32	918.25	1,847.33	4,344.77	1,813.47
	December	1,323.03	925.00	306.08	4.82	2,558.93	573.19	965.19	1,202.30	2,169.68	4,901.36	2,342.43
	Total	\$ 17,750.10	\$ 13,966.32	\$ 6,733.72	\$ 178.93	\$ 38,629.07	\$ 10,538.56	\$ 11,416.53	\$ 13,185.47	\$ 25,826.24	\$ 60,966.80	\$ 22,337.73
	Total for 1930	26,465.85	13,589.92	11,948.16	1,727.43	53,731.36	16,259.37	15,189.51	16,807.13	28,127.35	76,383.36	22,652.00

*Revenue for this month used to balance accounts between Railroad and Express Companies.

with the problem of either getting into the passenger business profitably or getting out of it altogether. For many the latter alternative may prove the wiser. The present cost of handling cars is about forty times the cost of hauling the passengers therein. The most modern motor coaches reduce the ratio to five pounds of car (including the power plant) to one pound of passenger. The airplane reduces the ratio still lower. Not only is a reduction in the size and weight of our passenger trains indicated, but economical and profitable service requires further coördination. The passenger service, like the freight service, must be adjusted to meet the demands and the tastes of the average rider. . . .

Terminal expenses not only delay our service but drain away 40 per cent of our revenue. Here is a fertile field for the railway technician.

The Commission is of the opinion, and so finds there is no question but that the applicant needs some relief, which however it is thought the management of the property can supply, in the form of less expensive equipment and operation. It is also convinced that the commercial and agricultural interests along the line of this railroad are entitled to some consideration at least as affecting mail and express service, and it, therefore, feels it would be unreasonable to allow the entire discontinuance of these services without further efforts on the part of the Atlantic and Yadkin Railway to "carry on" as a complete common carrier for passenger, mail and express service as well as a freight line. Moreover, the Commission still has faith in the territory served by this line, which line of railroad is believed to be a strategical one for the State's commercial welfare, particularly when the common carriers by rail in the Nation are finally consolidated into a limited number of systems.

IT IS THEREFORE ORDERED, That the application of the Atlantic and Yadkin Railway Company to discontinue its entire passenger train service upon its line be, and the same is hereby denied and the petition dismissed;

IT IS FURTHER ORDERED, That if the Atlantic and Yadkin Railway Company shall place in operation upon its main line between Sanford and Mount Airy double daily service for passengers, mail and express, using less expensive equipment and at less cost of operation in the form of gasoline cars, which the Commission is convinced can be provided within a period of thirty to sixty days at the outside, then that Company shall be deemed to be giving adequate passenger, mail and express service in place of steam train passenger service as now in operation, and the latter may then be discontinued.

By order of the Commission:
This 17th day of February, 1932.
Docket No. 7059.

R. O. SELF,
Clerk.

ORDER

It appearing to this Commission that circumstances have arisen which require a reconsideration of the petition in the above entitled cause, it is

ORDERED, That a rehearing in the above entitled cause be had at 10 o'clock on Tuesday, June 21, 1932.

By Order of the Commission:
This 10th day of June, 1932.
Docket No. 7059.

R. O. SELF,
Clerk.

IN RE: REMOVAL OF PASSENGER SERVICE FROM THE ATLANTIC
AND YADKIN RAILROAD:

ORDER

BY THE COMMISSION: The petition in the above entitled cause came up before us on rehearing on June 21st, 1932. Some new evidence was introduced. After a careful consideration of this evidence and all the evidence introduced at the original hearing, the Commission finds the following facts:

1. That the convenience and necessity of the traveling public does not require the running of passenger trains on the railroad of petitioner.

2. That the petitioner is losing very nearly \$25,000 a year in the operation of its passenger trains and that this loss does not include taxes, maintenance or any other expense except that incurred in the actual operation of the trains.

3. That the petitioner is losing heavily each year in the operation of its roads both for freight and passenger business.

These facts on their face demand that we give petitioner the relief demanded in the petition, but, according to our construction of the law, we are unable to do so. It appears to be elementary that no railroad corporation can divest itself of the exercise of its functions granted to it by its charter nor put itself in such position that it cannot exercise them. Again Section 3481 of the Consolidated Statutes provides that a railroad company "shall run at last one passenger train in each direction over its road on every day except Sunday." It appears to us that it is the clear intention of the Legislature to compel railroads to give passenger service at least once a day to each station on its line. The Commission will venture the opinion that the running of a mixed train will be a compliance with the law.

In view of the two legal propositions above we feel compelled to deny the petition. It is, therefore,

ORDERED, That the petition be dismissed.

By order of the Commission:

R. O. SELF,
Clerk.

This July 25, 1932.

Docket No. 7059.

IN RE: PETITION OF ATLANTIC AND YADKIN RAILWAY COMPANY
TO DISCONTINUE PASSENGER SERVICE.

ORDER OVERRULING EXCEPTIONS OF RESPONDENT

This petition was heard by the Commission on June 23, 1932, and order was issued, finding certain facts in favor of the petitioner but denying the petition on certain legal grounds specified in said order of July 25, 1932.

Now come the Sanford Merchants' Association, and other respondents, and file exceptions to certain findings of the Commission in this order, which exceptions the Commission has carefully considered; and, it is, hereby,

ORDERED, That the said exceptions are overruled.

By order of the Commission:

R. O. SELF,
Clerk.

This 10th day of August, 1932.

Docket No. 7059.

ATLANTIC MARBLE AND TILE COMPANY, v. CAROLINA AND NORTHWESTERN RAILROAD COMPANY AND SOUTHERN RAILWAY COMPANY.

ORDER

This is a claim in which the Atlantic Marble & Tile Company complain of excessive minimum weight charged on car containing 104 bags crushed marble, covered by Carolina and Northwestern Railroad bill of lading, dated Lenoir, N. C., June 1, 1929, shipment being made in S. A. L.—79468 by complainant, consigned to complainant at Charlotte, and the lading shows shipment tendered as a carload, although the actual weight was only 10,400 lbs. The Southern Railway, Charlotte, N. C., paid freight bill No. 361-J, dated June 15, 1929, shows weight charged for was 72,000 lbs., which was 90 per cent of marked capacity of car used, and this was clearly in accordance with tariff (Agent Cottrell's I. C. C. 710).

The facts appear to be as follows: shippers dispatched a colored man, with a drayload of this stone to the railroad station at Lenoir. The drayman asked for a car in which to load the stone, indicating there would be a small lot, and the railroad representative inquired why not let the lot go as a less carload shipment. The reply was that shipper did not desire to mark the bags. There is conflicting evidence as to whether something was said about a "small" car in which to load, but in any event as to this the carrier's agent admits he was on notice the shipment was small; that he used the only available car on the yard which was an 80,000 lb. capacity car, and which was, of course, used for the convenience of carrier as well as shippers.

Under Rule 6, Section 2 (b) where shipper pays for a weight of 24,000 lbs. or more, marking requirements is waived.

The Commission is of the opinion, and so finds that both shipper and carrier was somewhat at fault in that, according to the evidence developed by correspondence, shipper was, to say the least, indifferent to his own interest in not seeing that a small car was furnished for the small load of stone; that the railroad agent was indifferent to the best interest of shipper in not at least advising shipper of the additional cost to him in using the large car compared with the use of a smaller car, and in that view a compromise will, in the Commission's opinion, be fair to both sides.

IT IS THEREFORE ORDERED, That the Southern Railway be, and it is hereby ordered and directed to apply a minimum weight of 54,000 lbs. on the shipment in question, which is based upon 90 per cent of marked capacity of car of 60,000 lb. capacity, which is the capacity car generally in use in this territory; and to refund on the shipment to the Atlantic Marble & Tile Company, at Charlotte, N. C., the sum of nine dollars and forty-five cents (\$9.45), with six (6%) per cent, interest from June 15, 1929.

IT IS FURTHER ORDERED, That this refund be made on or before March 1, 1930; and that the Carolina and Northwestern Railroad be, and it is hereby ordered and directed to settle its proper share of this overcharge with the

Southern Railway through claim channels in the customary manner when bill is presented to them.

By order of the Commission:
February 12, 1931.
Docket No. 7013.

R. O. SELF,
Clerk.

ATLANTIC MARBLE AND TILE COMPANY v. SEABOARD AIR LINE RAILWAY (L. R. POWELL, Jr., AND E. W. SMITH, RECEIVERS), Overcharge on car crushed stone from Greystone, N. C., to Durham, N. C.

ORDER

This is claim for \$9.04, overcharge on S. A. L. car 96807, covered by Seaboard Air Line Railway, Greystone, N. C., bill of lading, dated January 5, 1931, in which is included the following indorsement: "60,000 lb. capacity car ordered, above car furnished." The above car, it appears, is a 100,000 lbs. capacity and was billed out at 90,000 lbs., as against actual scale weight of 63,400 lbs. The rate is 68 cents per ton. The car was delivered at Durham, N. C., on freight bill No. 182, dated January 7, 1931, and \$30.60 collected, plus \$2.25 for trackage to Duke University.

The Commission has repeatedly held, and so finds in this case that: "Where a carrier, for its own convenience, provides a car of greater capacity than that ordered by shipper, charges shall be assessed on basis of minimum weight fixed for car of capacity ordered; provided the shipment could have been loaded into car of the capacity ordered; and provided, further, that where a car of greater capacity is accepted by shipper and loaded beyond the loading capacity of car ordered, the minimum weight shall be that of a car of stencilled capacity next above the actual weight of shipment."

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway, L. R. Powell, Jr., and E. W. Smith, Receivers, be and it is hereby ordered and directed to refund to Atlantic Marble & Tile Company, Charlotte, N. C., the sum of \$9.04, this refund to be made on or before August 15, 1931, with six per cent interest from January 7, 1931.

By order of the Commission:
This July 29, 1931.
Docket No. 7095.

R. O. SELF,
Clerk.

ATLANTIC MARBLE AND TILE COMPANY v. SEABOARD AIR LINE RAILWAY (L. R. POWELL, Jr., AND E. W. SMITH, RECEIVERS), Overcharge on Car Crushed Stone from Graystone, N. C., to Durham, N. C.

ORDER

Effective date of order in the above matter, dated July 29, 1931, is hereby postponed until a date to be later fixed pending hearing, which has been requested the Seaboard Air Line Railway, and which will be allowed, date for which announcement will later be made.

By order of the Commission:
This 10th day of August, 1931.
Docket No. 7095.

R. O. SELF,
Clerk.

BARNHARDT MANUFACTURING COMPANY v. SOUTHERN RAILWAY COMPANY.

ORDER

This is a claim for straight overcharge, amount Nine Dollars and Eighty (\$9.80) Cents on account of use of erroneous minimum weight on carload of Textile Machinery, Southern 14544, covered by Graham, N. C. to Charlotte, N. C., waybill 1297 dated March 16, 1929, consigned to Barnhardt Manufacturing Company and collection of freight being made on Charlotte, N. C. Freight Bill No. 1141-J, dated March 19, 1929.

Actual weight of shipment was 17,000 pounds, billed as 24,000 pounds minimum, rate $24\frac{1}{2}$ cents per 100 pounds, amount collected \$58.80; correct minimum weight is 20,000 pounds, rate $24\frac{1}{2}$ cents; correct amount \$49.00, overcharge of \$9.80.

It is ordered that the Southern Railway be and it is hereby ordered and directed to refund overcharge as above amounting to \$9.80, with interest, to the Barnhardt Manufacturing Company, Charlotte, N. C., through its traffic representative, W. S. Creighton, on or before March 25, 1932.

By order of the Commission:

R. O. SELF,
Clerk.

This 14th day of March, 1932.

Docket No. 7239.

CAPE FEAR RAILWAYS, INCORPORATED v. ATLANTIC COAST LINE RAILROAD COMPANY.

ORDER

At a special session of the North Carolina Corporation Commission, composed of W. T. Lee, Chairman, George P. Pell and Stanley Winborne, Commissioners, at the offices of the Commission at Raleigh, N. C., on the 5th day of February, 1931, at which the Chairman and Commissioners, aforesaid, were present, and also in attendance W. G. Womble, being Director of Railroad Transportation of said Commission, there came on for consideration the following:

In connection with the order and certificate of the Interstate Commerce Commission, dated December 26, 1930, in Finance Docket 8254, granting the Cape Fear Railways, Inc., a certificate of public convenience and necessity to operate as a common carrier, the status of the Cape Fear Railways, Inc., as an interstate common carrier being before the Commission: and it being made to appear to the Commission that shipments were now actually moving from points in North Carolina which are consigned and destined to Fort Bragg, N. C., and which are being moved by the Cape Fear Railways, Inc., from the junction point at Fort Bragg Junction to the destination at Fort Bragg, N. C., unaccompanied by revenue freight bills customary in the interchange of freight between carriers showing point of origin, shipper, consignee and destination, rate, weight and revenue. And it being made to appear that rates published to the Atlantic Coast Line Railroad station of Fort Bragg Junction (Fort Bragg), N. C., do not lawfully apply to Fort Bragg, N. C., the local station on the Cape Fear Railways, Inc.; and a shipment destined to Fort Bragg, N. C., has not reached destination when tendered for delivery at Fort Bragg Junction, N. C.

And it being made to appear that rates between points in the State of North Carolina and Fort Bragg are at present published as follows: Agent J. H. Glenn's Southern Rate Basis (Freight Tariff No. 89-B), I. C. C. A-725 provides Manchester, N. C., rates from points published in Agent J. J. Cottrell's Freight Tariff No. 98-A, I. C. C. No. 752, section 1 thereof, to Fort Bragg, N. C., on the Cape Fear Railways, Inc. In some instances rates in Agent J. J. Cottrell's I. C. C. 752 are restricted not to apply on traffic moving to Fort Bragg, reference being made to Section 6 for rates. Section 6 of this tariff refers to distance tables of various carriers for distances in ascertaining the lawful rate. While Cape Fear Railways, Inc., is a participating carrier in Section 6 of said tariff, this line does not have a distance table showing the mileage between Fort Bragg Junction and Fort Bragg that could be referred to and consequently rates cannot be ascertained.

Cape Fear Railways, Inc., does not participate in commodity rates published in Agent J. J. Cottrell's North Carolina Tariff, I. C. C. 767 and no basis is provided for arriving at rates to Fort Bragg in connection with the Atlantic Coast Line Railroad via Fort Bragg Junction.

And it being made to further appear the Cape Fear Railways, Inc., has filed with this Commission, effective May 13, 1930, its Rate Issue No. 1, purporting to apply rates between points in North Carolina and Fort Bragg, N. C., the same as between points in North Carolina and Fort Bragg Junction, N. C., which Rate Issue does not bear the concurrence of the Atlantic Coast Line Railroad Company;

And it being made further to appear that Fort Bragg, N. C., is a local station on the Cape Fear Railways, Inc., alone;

And it being made to appear that Fort Bragg Junction (Fort Bragg), N. C., is a station on the Atlantic Coast Line Railroad Company, to which the Cape Fear Railways, Inc., has only recently extended its common carrier service;

And it being made to further appear the Cape Fear Railways, Inc., by H. A. Page, Jr., its President, stands ready and willing to join with the Atlantic Coast Line Railroad to establish through rates and joint rates to and from Fort Bragg, N. C., via Fort Bragg Junction the same as the rates to Fort Bragg Junction, N. C., or to Fort Bragg, N. C., via the route through Skibo in connection with the Aberdeen and Rockfish Railroad, and the Commission having considered the matters and things hereinabove set out and referred to,

NOW IT IS ORDERED:

1. That the Atlantic Coast Line Railroad Company shall immediately cease and desist from the unlawful receipt and transportation of traffic between points in North Carolina and Fort Bragg, N. C., for which no lawful rates are published, maintained and filed with this Commission.
2. That the Atlantic Coast Line Railroad shall immediately cease and desist from the practice of receiving and handling intrastate traffic destined to Fort Bragg by tendering it for delivery to Fort Bragg Junction (Fort Bragg), N. C.
3. That on all traffic for which there are rates duly published and filed with this Commission to and from Fort Bragg, N. C., in connection with

the Atlantic Coast Line Railroad Company, that Company shall furnish to the Cape Fear Railways, Inc., regular revenue waybills to accompany the cars and to be delivered with the cars at the time the shipments are interchanged.

4. That this order shall take effect on this the fifth day of February, 1931.

By order of the Commission:
This 5th day of February, 1931.
Docket No. 7009.

R. O. SELF,
Clerk.

CAPE FEAR RAILWAYS, INCORPORATED, v. ATLANTIC COAST LINE
RAILROAD COMPANY.

ORDER

The Commission having heard the argument of the Respondent, the Atlantic Coast Line Railroad Company, that the Commission is without authority to issue its Order of February 5, 1931, in this matter; and the Commission having considered the argument concludes: That the order is, and shall be, treated upon the resistance by the Atlantic Coast Line Railroad Company as an order to show cause why it should not be required to exchange revenue bills with the Cape Fear Railways, Incorporated, at Fort Bragg Junction.

As to that part of the Order requiring the publication of through rates through Fort Bragg Junction to Fort Bragg, it is the opinion of the Commission, and it so holds, that the Order of the Commission is, and for the purposes of this hearing shall be treated as, an order to show cause why the Atlantic Coast Line Railroad Company shall not be required to publish said through rates.

Upon this conclusion of the Commission, the Respondent, the Atlantic Coast Line Railroad Company, is given the opportunity to present its evidence, if any it has, as to why it should not be required to furnish to the Cape Fear Railways, Incorporated, revenue bills at Fort Bragg Junction and publish through rates through Fort Bragg Junction to Fort Bragg.

By order of the Commission:
This 17th day of February, 1931.
Docket No. 7009.

R. O. SELF,
Clerk.

COMPLAINT OF CAPE FEAR RAILWAYS, INCORPORATED v. ATLANTIC
COAST LINE RAILROAD COMPANY.

Order for Suspension of A. C. L. R. R. G. F. O. 8710 (Supplement A to Miscellaneous Charges, Rules and Regulations Tariff No. 10).

ORDER

The above tariff, issued by the Atlantic Coast Line Railroad, July 3, effective July 8, 1931, was received by the Commission on July 6, giving notice to agents and connecting lines requiring full prepay on all property from initial points of origin to destinations on the Cape Fear Railways, Inc., except such shipments as are moving on government bills of lading. The

provisions of this tariff are protested by H. A. Page, Jr., President, Cape Fear Railways, Inc., for account of his Company, in letter of blank date, requesting that opportunity for hearing be given.

After due consideration, the Commission is of the opinion, and so finds that under the rules of the Commission, and statutes imposed by law, it appears unreasonable that important changes such as called for by this tariff should be made without good reasons be shown, which could have been done by application to the Commission; moreover, it appears reasonable that more notice to the public should be given than called for by the effective date of the tariff.

IT IS THEREFORE ORDERED, That A. C. L. R. R. Tariff G. F. O. 8710, (Supplement A to Miscellaneous Charges, Rules and Regulations Tariff No. 10), effective July 8, 1931, be and the same is hereby suspended and shall not become effective until so ordered by the Commission.

IT IS FURTHER ORDERED, That hearing in the matter be had in the court room, at the office of the Corporation Commission in Raleigh, Wednesday, July 15, at 10:00 a.m., and that notice to this effect be given the Atlantic Coast Line Railroad Company and Cape Fear Railways, Inc.

By order of the Commission:

R. O. SELF,

This 7th day of July, 1931.

Clerk.

Docket No. 7009.

EQUITABLE FREIGHT ADJUSTMENT BUREAU, PATTON PACKAGE COMPANY, CORBETT PACKAGE COMPANY, MOUNT OLIVE MANUFACTURING COMPANY v. ATLANTIC COAST LINE RAILROAD COMPANY AND ALL OTHER COMMON CARRIERS BY RAIL WITHIN THE STATE.

In the matter of rates on Fruit or Berry Crates, and Vegetable Baskets or Hampers, in Straight or Mixed Carloads, between points in North Carolina.

SUPPLEMENTAL ORDER

By order of this Commission dated March 29, 1927, a scale of rates on Fruit or Berry Crates, and Vegetable Baskets, or Hampers, in straight or mixed carloads, was found reasonable between points in North Carolina on intrastate traffic. This scale does not exceed 300 miles. It now develops that there is a prospective movement from manufacturing points to destinations situated more than 300 miles from said manufacturing points and there being no protest to the extension of the present scale to and including 500 miles.

IT IS THEREFORE ORDERED, That the said scale shall be extended beyond 300 miles as follows:

<i>Miles</i>	<i>Standard Single Line</i>	<i>Standard Joint Line</i>
320 miles and over 300	23½	27
340 miles and over 320	24½	28
360 miles and over 340	25½	29
380 miles and over 360	26½	30
400 miles and over 380	27½	31
420 miles and over 400	28½	32
440 miles and over 420	29½	33
460 miles and over 440	30½	34
480 miles and over 460	31½	35
500 miles and over 480	32½	36

IT IS FURTHER ORDERED, That except as provided herein the original order shall remain in force, and

IT IS FURTHER ORDERED, That these rates shall be published to become effective on September 6, 1932.

By order of the Commission:
This 26th day of August, 1932.
Docket No. 6549.

R. O. SELF,
Clerk.

EQUITABLE FREIGHT ADJUSTMENT BUREAU, PATTON PACKAGE COMPANY, CORBETT PACKAGE COMPANY, MOUNT OLIVE MANUFACTURING COMPANY v. ATLANTIC COAST LINE RAILROAD COMPANY AND ALL OTHER COMMON CARRIERS BY RAIL WITHIN THE STATE.

In the matter of rates on Fruit or Berry Crates, and Vegetable Baskets or Hampers, in Straight or Mixed Carloads, between points in North Carolina.

SECOND SUPPLEMENTAL ORDER

It having been shown to our satisfaction that carriers are unable to comply with the effective date of our Supplementary Order issued August 26, 1932 in the above matter, wherein the scale of rates on Fruit or Berry Crates and Vegetable Baskets or Hampers was extended to and including 500 miles, and request being made for postponement of the effective date.

IT IS THEREFORE ORDERED, That the effective date of the said Supplemental Order issued August 26, 1932, be postponed to September 21, 1932.

By order of the Commission:
This 8th day of September, 1932.
Docket No. 6549.

R. O. SELF,
Clerk.

PETITION OF GOLDSBORO LUMBER COMPANY FOR LICENSE TO HAUL FREIGHT AS A LOGGING RAILROAD.

ORDER

This is a petition of the Goldsboro Lumber Company, dated January 14, 1931, setting forth that this company is a corporation with its principal office and place of business at Dover, Craven County, North Carolina; that the company operates a logging railroad known as the Dover South-Bound Railroad, which is a standard gauge line running from Dover southwardly to Richlands, in Onslow County, with sidings at Foy's Crossing, Taylors

Crossing, Phillips Crossing, Wimsatt and Comfort in Jones County, and Petersburg in Onslow County; that there is a limited amount of freight that would normally move in and out and over the logging road, provided petitioner is authorized to transport such commodities, other than its own, between points on its line, and to charge therefor reasonable rates.

The Commission is of the opinion, and so finds, that the common carrier, formerly known as the Dover and Southbound Railroad, having having recently been permitted by the Interstate Commerce Commission to abandon its charter as a common carrier, and that in view of the petition of Goldsboro Lumber Company to accommodate shippers along the line by hauling freight as long as it operates this logging tram it should be permitted to do so;

IT IS THEREFORE ORDERED, That the Goldsboro Lumber Company operating a logging tramroad, known as the Dover-South-Bound Railroad, be and they are hereby authorized and directed to transport commodities, by freight, as herein mentioned other than its own over and upon said logging road, and to charge therefor the following:

Coal, \$15.00 per car 60,000 lbs., excess in proportion.	
Cottonseed, \$20.00 per car 24,000 lbs., excess in proportion.	
Fertilizer, \$30.00 per car 40,000 lbs., excess in proportion.	
Gasoline	} \$40.00 per car 40,000 lbs., excess in proportion.
Kerosene	
Lubricating Oil	
Agricultural Lime, \$30.00 per car 60,000 lbs., excess in proportion.	
Brick, \$20.00 per car 50,000 lbs., excess in proportion.	
Sand, \$15.00 per car 50,000 lbs., excess in proportion.	
Rock or Gravel, \$17.50 per car 50,000 lbs., excess in proportion.	
Cement, \$35.00 per car 50,000 lbs., excess in proportion.	
Sewer Pipe, \$17.50 per car 25,000 lbs., excess in proportion.	
Logs, (except Pine) \$13.00 per car 40,000 lbs., excess in proportion.	
All other commodities \$2.00 per ton.	
Maximum load, car and contents, 100,000 lbs.	
Carload shipments handled only.	

By order of the Commission:
This 16th day of January, 1931.
Docket No. 7002.

R. O. SELF,
Clerk.

ROGER MOORE'S SONS & COMPANY v. SEABOARD AIR LINE RAILWAY
(L. R. POWELL, Jr., AND E. W. SMITH, RECEIVERS).

ORDER

This claim, amount \$6.59, covered by Seaboard Air Line Railway Claybrick, N. C., bill of lading, dated August 15, 1930, covering S. A. L.-79816, loaded with 13,500 common brick consigned to U. A. Underwood, Wilmington, N. C., weight 61,695 lbs., being billed out at capacity of car of 80,000 lbs., and charged at correct rate of 3.6 cents per 100 lbs., freight charges \$28.80, switching charge \$2.25, total \$31.05, covered by Seaboard Air Line Railway Wilmington, N. C., Freight Bill No. 296, dated August 16, 1930.

The bill of lading shows 60,000 lb. capacity car ordered, and therefore the weight should be 61,695 lbs. and freight charges \$22.21, plus switching charge of \$2.25, total \$24.46, overcharge in freight revenue \$6.59.

The Commission has previously and repeatedly held where 60,000 lbs. capacity cars are ordered by shipper he shall have the benefit of such capacity car and not be required to pay on basis of higher minimum capacity car which is furnished at the convenience of the carrier.

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway, (L. R. Powell, Jr., and E. W. Smith, Receivers) be and it is hereby ordered and directed to settle this overcharge claim with Roger Moore's Sons & Company, claimant, at Wilmington, N. C., amount \$6.59, on or before February 25, 1932.

By direction of the Commission:

This 9th day of February, 1932.

Docket No. 7225.

R. O. SELF,

Clerk.

ROGER MOORE'S SONS & COMPANY v. SEABOARD AIR LINE RAILWAY
(L. R. POWELL, JR., AND E. W. SMITH, RECEIVERS).

ORDER

This is a claim of Roger Moore's Sons Company, Wilmington, N. C., covering straight overcharge in rate and freight charges on S. A. L.-10181, loaded with 13,500 common brick, Seaboard Air Line Railway bill of lading, dated Claybrick, N. C., August 13, 1930, consigned to U. A. Underwood, Wilmington, N. C., delivery being made upon Wilmington, N. C., Freight Bill No. 254, dated August 14, 1930, and charges collected on basis of 61,695 lbs., at 4.5 cents per 100 lbs., freight charges \$27.76, switching charges \$2.25, total \$30.01; whereas correct rate is 3.6 cents per 100 lbs., weight 61,695 lbs., and correct freight charges \$22.21, plus \$2.25 switching charge, total \$24.46, overcharge in freight revenue \$5.55.

IT IS THEREFORE ORDERED, That the Seaboard Air Line Railway, (L. R. Powell, Jr., and E. W. Smith, Receivers) be and they are hereby ordered and directed to refund Roger Moore's Sons & Company, claimants, the overcharge amounting to \$5.55 on or before February 25, 1932.

By order of the Commission:

This 9th day of February, 1932.

Docket No. 7225.

R. O. SELF,

Clerk.

IN RE: PETITION OF THE NORFOLK SOUTHERN RAILROAD COMPANY FOR PERMISSION TO DISCONTINUE TRAINS NOS. 7 AND 10, BETWEEN GOLDSBORO AND BEAUFORT, NORTH CAROLINA.

ORDER

This cause came on to be heard before the Commission upon the application of the Norfolk Southern Railroad Company for permission to discontinue Trains Nos. 7 and 10 now operated by that company between Goldsboro, North Carolina, and Beaufort, North Carolina, over its line of railroad leased by the Atlantic and North Carolina Railroad Company, said lease now being held by the Norfolk Southern Railroad Company.

Hearing was held before the Commission on January 20, 1931, after notice had been given to the mayors of towns along the line of the railroad and

after objections had been filed by the Town of Beaufort, the County of Carteret, other governmental units, and individuals.

It is found by the Commission from the evidence before it that the lease executed by the Atlantic and North Carolina Railroad Company and now held by the Norfolk Southern Railroad Company, among other things, provides that the lessee shall "maintain in the operation of said railroad, a regular train service, both passenger and freight, at least equal to that which has been in operation for the twelve months prior to the execution of this lease."

The Norfolk Southern Railroad Company has failed to establish, under the lease and its application, its right to a granting of the petition, and the Commission finds as a fact that the petition should be denied.

IT IS THEREFORE ORDERED, That the petition be, and it is hereby, dismissed.

By order of the Commission:

R. O. SELF,

This 9th day of April, 1931.

Clerk,

Docket No. 6984.

IN RE: PETITION OF NORFOLK SOUTHERN RAILROAD COMPANY
FOR PERMISSION TO DISCONTINUE TRAINS NOS. 7 AND 10
BETWEEN GOLDSBORO AND BEAUFORT, N. C.

ORDER OVERRULING EXCEPTIONS

This order has reference to the above petition, in which the Commission issued an order, dated April 9, 1931, dismissing the petition of the Norfolk Southern Railroad Company to discontinue Trains Nos. 7 and 10 between Goldsboro and Beaufort, North Carolina. The petitioner now excepts to the order of the Commission of April 9, 1931, and the Commission having considered all the exceptions filed by the petitioner on April sixteenth, through counsel, it is

ORDERED, That said exceptions be, and they are hereby, overruled.

By order of the Commission:

R. O. SELF,

This 25th day of April, 1931.

Clerk.

Docket No. 6984.

IN RE: PETITION OF NORFOLK SOUTHERN RAILROAD COMPANY
FOR PERMISSION TO DISCONTINUE TRAINS 7 AND 10 BETWEEN
GOLDSBORO AND BEAUFORT AND TO SUBSTITUTE TRAIN
SCHEDULES SET OUT IN SUBSTITUTE PETITION FILED WITH THE
COMMISSION ON OCTOBER 3, 1931.

ORDER

This cause coming on to be heard before the Commission upon the amended and substituted petition of the Norfolk Southern Railroad Company for permission to discontinue Trains Nos. 7 and 10, now being operated by that company between Goldsboro, North Carolina, and Beaufort, North Carolina, over its line of railway leased from the Atlantic and North Carolina Railroad, said lease now being held by the Norfolk Southern Railroad Company, and to substitute in lieu thereof an extended service of the

train from New Bern to Marsden, North Carolina, substantially on the present schedule of Trains Nos. 7 and 10 between New Bern and Beaufort.

The Commission, after hearing the evidence adduced at the hearing and after considering the various petitions from the chambers of commerce, civic organizations and citizens of the various towns affected, expressing their approval of said substitute schedule, finds as a fact that public convenience and necessity does not longer require the operation of Trains Nos 7 and 10 between Goldsboro and New Bern; that the substitute schedule as aforesaid is ample for the needs of the people living along the line of the railroad between Beaufort and New Bern; and that the said substitute schedule will give substantially the same service as is now being rendered by said Trains Nos. 7 and 10 between New Bern and Beaufort; wherefore, it is now

ORDERED AND ADJUDGED, That the petitioning railroad company be allowed and authorized to discontinue the operation of Trains Nos. 7 and 10 between New Bern and Goldsboro and that the operation of Trains 7 and 10 between New Bern and Beaufort be continued by extending the service now existing between Marsden, North Carolina, and New Bern, North Carolina, to Beaufort, North Carolina, on the schedule set out in the amended and substituted petition; and, the order heretofore made by the Commission upon the application of the petitioner, from which appeal has been taken, is, therefore, modified to the extent herein set out.

By order of the Commission:
This 15th day of October, 1931.
Docket No. 6984.

R. O. SELF,
Clerk.

IN THE MATTER OF NORFOLK SOUTHERN RAILROAD COMPANY.
ORDER CONCERNING TELEGRAPH STATION AT JACKSON SPRINGS, NORTH CAROLINA.

The petition of Norfolk Southern Railroad Company for leave to abandon the telegraph service heretofore rendered by it at Jackson Springs, North Carolina, being duly considered, the Court finds that the facts are as stated in the said petition and that the relief prayed for should be granted and this order should be made: And accordingly

IT IS ORDERED, That the Norfolk Southern Railroad Company be and it is, allowed forthwith to discontinue and abandon the rendering of telegraph service at the station Jackson Springs, North Carolina.

By order of the Commission:
This 18th day of January, 1932.
Docket No. 7212.

R. O. SELF,
Clerk.

IN THE MATTER OF NORFOLK SOUTHERN RAILROAD COMPANY.
ORDER CONCERNING TELEGRAPH STATIONS AT LINDEN, NORTH CAROLINA, AND
KIPLING, NORTH CAROLINA.

The petition of Norfolk Southern Railroad Company for leave to abandon the telegraph service heretofore rendered by it at Linden, North Carolina, and Kipling, North Carolina, being duly considered, the Court finds that

the facts are as stated in the said petition and that the relief prayed for should be granted and this order should be made: And accordingly

It is ORDERED, That the Norfolk Southern Railroad Company be and it is allowed forthwith to discontinue and abandon the rendering of telegraph service at the stations Linden, North Carolina, and Kipling, North Carolina.

By order of the Commission:

R. O. SELF,

This 6th day of February, 1932.

Clerk.

Docket No. 7222.

IN THE MATTER OF NORFOLK SOUTHERN RAILROAD COMPANY.

ORDER CONCERNING TELEGRAPH STATION AT MIDDLESEX, NORTH CAROLINA.

The petition of Norfolk Southern Railroad Company for leave to abandon the telegraph service heretofore rendered by it at Middlesex, North Carolina, being duly considered, the Court finds that the facts are as stated in the said petition and that the relief prayed for should be granted and this order should be made: And accordingly

It is ORDERED, That the Norfolk Southern Railroad Company be and it is allowed forthwith to discontinue and abandon the rendering of telegraph service at the station Middlesex, North Carolina.

By order of the Commission:

R. O. SELF,

This 25th day of February, 1932.

Clerk.

Docket No. 7234.

IN THE MATTER OF NORFOLK SOUTHERN RAILROAD COMPANY.

ORDER CONCERNING TELEGRAPH STATION AT CENTER HILL, NORTH CAROLINA.

The petition of Norfolk Southern Railroad Company for leave to abandon the telegraph service heretofore rendered by it at Center Hill, North Carolina, being duly considered, the Court finds that the facts are as stated in the said petition, and that the relief prayed for should be granted and this order should be made: And accordingly

It is ORDERED, That the Norfolk Southern Railroad Company be and it is allowed forthwith to discontinue and abandon the rendering of telegraph service at the station Center Hill, North Carolina.

By order of the Commission:

R. O. SELF,

This 14th day of April, 1932.

Clerk.

Docket No. 7256.

IN RE: APPLICATION OF NORFOLK SOUTHERN RAILROAD COMPANY
FOR PERMISSION TO DISCONTINUE THE OPERATION OF TRAINS
NOS. 3 AND 4, BETWEEN RALEIGH, NORTH CAROLINA, AND NOR-
FOLK, VIRGINIA.

ORDER

The petitioner in this case asks for discontinuance of Trains Nos. 3 and 4, now being operated between Raleigh, North Carolina, and Norfolk, Virginia. These trains are usually composed of a compartment passenger car, an express car, a mail car, and a Pullman car. The petition was filed with

the Commission after the petitioner had given notice that it would discontinue its interstate Pullman service on these trains between Raleigh, North Carolina, and Norfolk, Virginia. The Pullman service was discontinued probably for two reasons; one, because of the decrease in business; and the other, because the Pullman Company had given notice of an increase in its rates from 2.5 to 4 cents per mile.

Notice was given to the principal cities along the line served by these trains and a number of them were represented at the hearing, at which it appeared to be the general opinion that if satisfactory express and mail service could be continued, opposition to discontinuing the trains in question would be withdrawn. The petitioner offered to guarantee the continuance of adequate express service to the principal towns, but could not guarantee anything about the mail service because that was beyond the petitioner's jurisdiction; however, information was presented which would indicate that the Post Office authorities had indicated to interested parties that satisfactory mail service could be arranged within a reasonable time; therefore, it is

ORDERED, That the petitioner be, and is hereby, authorized to discontinue its Trains Nos. 3 and 4 between Raleigh, North Carolina, and the North Carolina-Virginia State Line when arrangements have been made by the petitioner for the continuance of adequate express service and when the Post Office Department has had sufficient notice to take its usual action with regard to discontinuance of mail trains, effective date for taking off such trains to be not earlier than July 1, 1932.

By order of the Commission:

This 21st day of June, 1932.

Docket No. 7279.

R. O. SELF,

Clerk.

IN RE: APPLICATION OF NORFOLK SOUTHERN RAILROAD COMPANY
FOR PERMISSION TO DISCONTINUE THE OPERATION OF TRAINS
NOS. 3 AND 4, BETWEEN RALEIGH, NORTH CAROLINA, AND
NORFOLK, VIRGINIA.

ORDER AMENDING COMMISSION'S ORDER OF JUNE 21, 1932

Now comes The Pullman Company and demurs to the Order of this Commission of June 21, 1932, in that reference to its notice of increase in car mileage rates is not sufficiently explanatory to differentiate it from passenger fare mileage rates; therefore, it is

ORDERED, That the Commission's Order of June 21, 1932, In Re: Application of Norfolk Southern Railroad Company for Permission to Discontinue the Operation of Trains Nos. 3 and 4, between Raleigh, North Carolina, and Norfolk, Virginia, be, and it is hereby, amended, as follows: In the last line of paragraph one, between the words "per" and "mile," insert the word "car," and strike out the period at the end of said line, adding after the word "mile" the following: "operated in its mileage rates charged the railroad company for use of the cars."

By order of the Commission:

This 11th day of July, 1932.

Docket No. 7279.

R. O. SELF,

Clerk.

APPLICATION FOR ABANDONMENT BY THE OCONA LUFTY RAILROAD COMPANY AS A COMMON CARRIER.

ORDER

Comes now the Ocona Lufty Railroad Company, by petition filed by its President, Reuben B. Robertson, dated January 11, 1932, and sets forth:

1. That the Ocona Lufty Railroad Company owns and until recently operated a line of railroad ten and a half miles in length from Ravensford to a point known as Beach Flats, all in Swain County, North Carolina; that by virtue of its charter and actual operation this line never did handle interstate commerce; that the road was bought primarily for hauling timber products from the land of the Champion Fibre Company; that the said land of the Champion Fibre Company has now been secured as part of the Great Smoky Mountain Park; and that the land is now being used by the United States government for park purposes.

2. That the land along the line of railroad formerly owned by the Champion Fibre Company has also been taken for park purposes; that the people, who lived along said line of railroad have moved and that there is no freight or passengers to be hauled over the said line; that the Ocona Lufty Railroad Company has filed with the Secretary of State of North Carolina a certificate of dissolution of said company.

In view of the facts as recited herein the Commission is of the opinion and so finds that the Ocona Lufty Railroad Company should be authorized to cancel rates now on file and in effect.

IT IS THEREFORE ORDERED, That the Ocona Lufty Railroad Company be, and it is hereby authorized to disregard rates now on file with this Commission, and that the said line is hereby relieved from carrying intrastate commerce as prayed for in the application, herein referred to; that this order be in force and effect from and after this date.

By order of the Commission:
This 18th day of January, 1932.
Docket No. 7207.

R. O. SELF,
Clerk.

IN THE MATTER OF CLAIM OF E. A. POE BRICK COMPANY v. ABERDEEN AND ROCKFISH RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY (L. R. POWELL, JR., AND E. W. SMITH, RECEIVERS).

ORDER

This is a claim of complainant above named, through Southern Traffic Service, J. B. Dickinson, Manager, Wilmington, N. C. covering alleged overcharge of nine (\$9.00) dollars on car of common brick shipped from Fayetteville, N. C. covered by Aberdeen and Rockfish, Fayetteville Bill of Lading dated February 26, 1930, N. C. car 13970, containing 12,000 common brick consigned to Bridgers Corporation, Bladenboro, N. C., Seaboard Air Line Bladenboro freight bill No. 2 dated March 3, 1930 shows weight of 60,000 pounds and rate of 7½ cents per 100 pounds, total collected \$45.00. Claimant furnishes an affidavit dated June 2, 1932 by J. C. Poe, Secretary, to the effect that a car only of sufficient capacity to load 60,000 pounds of

brick was ordered from the Aberdeen and Rockfish Railroad to carry this shipment. The rate on common brick, carload, from Fayetteville, N. C. to Bladenboro, N. C., in effect at time of shipment, was six (6) cents per 100 pounds. It is

THEREFORE ORDERED, That the Aberdeen and Rockfish Railroad and the Seaboard Air Line Railway (L. R. Powell, Jr., and E. W. Smith, Receivers) be, and they are hereby, ordered and directed to refund overcharge on this shipment of nine (\$9.00) dollars through Southern Traffic Service, J. B. Dickinson, Manager, Wilmington, N. C. That this refund be made with six (6%) per cent interest, settlement to be made on or before June 20.

By order of the Commission:

This 8th day of June, 1932.

Docket No. 7297.

R. O. SELF,
Clerk.

IN THE MATTER OF CLAIM OF E. A. POE BRICK COMPANY v. ABERDEEN AND ROCKFISH RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY (L. R. POWELL, JR., AND E. W. SMITH RECEIVERS).

ORDER

Since our Order of June 8 in the above matter it had developed this claim was paid by Aberdeen and Rockfish Railroad Company by check No. 20512, Amount \$10.50, on November 10, 1930. Receipt of which has been acknowledged, it is

THEREFORE ORDERED, That the Commission's Order of June 8, 1932 in the above entitled claim is hereby withdrawn and cancelled.

By order of the Commission:

This 25th day of June, 1932.

Docket No. 7297.

R. O. SELF,
Clerk.

RALEIGH GRANITE COMPANY v. ATLANTIC COAST LINE RAILROAD COMPANY AND SEABOARD AIR LINE RAILWAY COMPANY (L. R. POWELL, JR. AND E. W. SMITH, RECEIVERS).

ORDER

This is claim of Raleigh Granite Company, overcharge in weight on S. A. L. car No. 99243, covered by S. A. L. Greystone, N. C. Bill of Lading dated April 27, 1931, shipped by Raleigh Granite Company, consigned to Rocky Mount Road District, Rocky Mount, N. C.; bill of lading endorsed "60,000 capacity car ordered."

The A. C. L. Rocky Mount paid freight bill No. 17014 dated April 29, 1931 shows actual weight 60,800 pounds, charged for 90,000 pounds, rate \$1.15 per net ton, amount collected \$51.75.

Our Commission having repeatedly held shippers have a right to order capacity car to fit their shipment provided capacity ordered is that of common use in the territory.

We find shipper has been overcharged in this case to the extent of the difference between actual weight of 60,800 pounds and 90,000 pounds as charged. This difference figures out \$16.83.

IT IS THEREFORE ORDERED, That the Atlantic Coast Line Railroad Company and Seaboard Air Line Railway Company (L. R. Powell, Jr. and E. W. Smith, Receivers) be and they are hereby ordered and directed to refund Raleigh Granite Company, Raleigh, N. C., on or before September 10, 1932, \$16.83, overcharge on car referred to in this order together with six (6%) per cent interest thereon from April 30, 1931. Bill of lading and paid freight bill are herewith transmitted to the Atlantic Coast Line Railroad and that company is expected to make settlement and charge the Seaboard Air Line Railway Company in its regular method of settlement.

By order of the Commission:
This 26th day of August, 1932.
Docket No. 7341.

R. O. SELF,
Clerk.

SEABOARD SHALE BRICK AND TILE COMPANY v. ATLANTIC AND YADKIN RAILWAY COMPANY, SEABOARD AIR LINE RAILWAY (L. R. POWELL, JR., AND E. W. SMITH, RECEIVERS).

ORDER

This is a claim of complainant, above named, through Traffic Manager Crefghton, of the Charlotte Shippers and Manufacturers Association, Charlotte, N. C., covering alleged overcharge of \$9.59, on car of common brick shipped from Shaletton, N. C., November 20, 1930, in S. A. L.-10921, containing 12,000 common brick, consigned to Borden Brick and Tile Company, Greensboro, N. C., routed S. A. L. to Sanford and A. and Y. beyond. Bill of lading states 60,000 lb. capacity car was ordered and 80,000 lb. capacity car was furnished. The Atlantic and Yadkin Railway Company's Greensboro paid freight bill shows freight was collected on 80,000 lbs., although there was only 65,900 lbs. of brick in the car, which weight it was permissible to load in a 60,000 lb. capacity car, which was ordered under the rule prevailing that shippers may load cars to 10 per cent above marked capacity of car.

The Commission is of the opinion, and so finds, that under circumstances as described above, shippers are entitled to receive benefits accruing in the use of capacity of car ordered.

IT IS THEREFORE ORDERED, That the Atlantic and Yadkin Railway Company, and Seaboard Air Line Railway (L. R. Powell, Jr., and E. W. Smith, Receivers) be and they are hereby ordered and directed to refund to the Seaboard Shale Brick and Tile Company, through W. S. Creighton, T. M., Box 55, Charlotte, N. C., overcharge of \$9.59 on car of common brick, S. A. L.-10921, as described in the premises. This refund to be made with 6 per cent interest from November 29, 1930, on or before February 15, 1931.

By order of the Commission:
This 27th day of January, 1931.
Docket No. 7007.

R. O. SELF,
Clerk.

IN THE MATTER OF COMPLAINT OF SEABOARD SHALE BRICK AND
TILE COMPANY v. ATLANTIC AND YADKIN RAILWAY COMPANY,
SEABOARD AIR LINE RAILWAY (L. R. POWELL, JR., AND E. W.
SMITH, RECEIVERS).

In Re: Order of the Commission, Dated January 27, 1931

ORDER

Hearing was held in Raleigh, North Carolina, April 8, 1931, on petition of carriers, dated February 12, reading as follows:

As this order involves a subject on which the carriers have been working for sometime in the hope of making the tariff requirements more clearly understood by carriers' agents and the public, we respectfully request that the Commission's order requiring the payment of this refund on, or before February 14, be postponed to a future date which will allow time for the carriers to be heard on the subject. We respectfully petition your honorable Commission to permit a formal hearing on a date which you will designate, and that the carriers be given an opportunity to show cause why this overcharge should not be paid and that rates on common brick should be assessed on basis of the present tariff requirements for the future.

ATLANTIC AND YADKIN RAILWAY COMPANY,
By (S) A. L. THOMPSON, T. M.,
SEABOARD AIR LINE RAILWAY,
(L. R. POWELL, JR., and E. W. SMITH, *Receivers.*)

Appearing at the hearing for carriers were: G. R. Ward, Commerce Agent, Seaboard Air Line Railway (L. R. Powell, Jr., and E. W. Smith, Receivers); L. A. Kienzle, Assistant to General Freight Agent, Atlantic Coast Line Railroad Company; A. L. Thompson, Traffic Manager, Atlantic and Yadkin Railway Company; and D. J. Watson, Assistant General Freight Agent, Atlantic and Yadkin Railway Company, and protested against the order of the Commission, dated January 27, upon the general ground that the carriers are entitled to receive revenue on common brick traffic based upon the full minimum capacity of equipment furnished, regardless of equipment ordered by shippers, and appeared to rely upon the decision of the Interstate Commerce Commission in 155 I. C. C. 750 wherein that Commission states:

In all territories where we have prescribed the 80 per cent basis on common brick—Southern, Central and Western Trunk Line—we have made loading to car capacity a condition precedent to the application of such rates. That the traffic is susceptible of such loading is not disputed.

There is no question here but that it is plain the Interstate Commerce Commission made car capacity loading the minimum on common brick, however, it did not thereby prohibit shippers from exercising what this Commission holds is their right to order any size cars generally in use in this territory, and to have carriers observe such orders; and the Interstate Commerce Commission took this view in a recent case, 169 I. C. C. 458, wherein it is stated:

We find, that the failure of defendant, L. and N., to provide a tariff rule to the effect that when a car of the capacity or dimensions ordered

by a shipper, provided for in the tariff, can not be furnished within a reasonable time and for its own convenience a larger car is furnished, such larger car shall be used upon the basis of the minimum weight applicable to the car ordered, but in no case upon the basis of less than the actual weight, provided the shipment could have been loaded upon or in a car of the size ordered, was unreasonable.

The Commission is of the opinion, and so finds, that under circumstances as described in order, dated January 27, 1931, shipper is entitled to receive benefits accruing in use of capacity of car ordered,

IT IS THEREFORE ORDERED, That the Atlantic and Yadkin Railway Company, and Seaboard Air Line Railway (L. R. Powell, Jr., and E. W. Smith, Receivers) be and they are hereby ordered and directed to refund to the Seaboard Shale Brick and Tile Company, through W. S. Creighton, T. M., Box 55, Charlotte, N. C., overcharge of twelve dollars and seventy-eight cents (\$12.78)* on car of common brick, S. A. L-10921, as described in above order; this refund to be made, with six per cent interest from November 29, 1930, on or before May 15, 1931.

By order of the Commission:
This 23d day of April, 1931.
Docket No. 7007.

R. O. SELF,
Clerk.

IN THE MATTER OF COMPLAINT OF SEABOARD SHALE BRICK AND TILE COMPANY v. ATLANTIC AND YADKIN RAILWAY COMPANY, SEABOARD AIR LINE RAILWAY (L. R. POWELL, JR., AND E. W. SMITH, RECEIVERS).

In Re: Order of the Commission dated April 23, 1931

ORDER

In the matter of petition of the Seaboard Air Line Railway, (L. R. Powell, Jr., and E. W. Smith, Receivers) through Assistant Freight Traffic Manager Ketner, on behalf of itself and other principal railway carriers operating within the State of North Carolina, namely: Atlantic Coast Line Railroad, Atlantic and Yadkin Railway, Norfolk and Western Railway, Southern Railway, Clinchfield Railroad and Norfolk Southern Railroad, dated June 3, for reconsideration by our Commission of its action and for vacation by our Commission of its order, dated April 23, 1931, in the matter of Seaboard Shale Brick and Tile Company, and its Circular No. 346 of April 24, 1931, in the matter of carload minimum weight on common brick, intrastate, between points in North Carolina;

Upon due consideration by the Commission, it is

ORDERED, That the above petition be, and the same is hereby denied.

By order of the Commission:
This 11th day of June, 1931.
Docket No. 7007.

R. O. SELF,
Clerk.

*The amount of overcharge in order of January 27 was erroneously stated as \$9.59.

SEABOARD SHALE BRICK AND TILE COMPANY v. ATLANTIC AND
YADKIN RAILWAY COMPANY, AND SEABOARD AIR LINE RAILWAY
(L. R. POWELL, JR., AND E. W. SMITH, RECEIVERS).

ORDER

This is a straight overcharge claim in favor of Seaboard Shale Brick and Tile Company, covered by Seaboard Air Line Railway Shaleton, N. C., bill of lading, dated February 3, 1930, S. A. L-88547, containing 13,000 common brick, weight 62,920 lbs., billed at 8.5 cents per 100 lbs., total collected \$53.49, which charge is covered by Atlantic and Yadkin Railway, King, N. C., Freight Bill 29, dated February 6, 1930. The bill of lading states: "80,000 lb. capacity car set in by local freight conductor who authorized shippers to load for 60,000 lbs. capacity."

The correct rate on the shipment is 6.8 cents per 100 lbs., and the charge should be \$42.79, overcharge \$10.68. The correspondence has been submitted to the carriers and apparently payment was declined by the erroneous impression that the car capacity had something to do with the matter.

The Commission is of the opinion, and so finds that this is a straight overcharge and that the billing of the car on basis of actual weight was correct, the error occurring in the rate and extension of revenue.

IT IS THEREFORE ORDERED, That the Atlantic and Yadkin Railway and Seaboard Air Line Railway, (L. R. Powell, Jr., and E. W. Smith, Receivers), be and they are hereby ordered to settle the overcharge amounting to \$10.68 on or before February 25, 1932.

All papers, with copy of this order, are being served upon the Atlantic and Yadkin Railway, the destination line, which line is expected to pay the claim and charge proper proportion to the Seaboard Air Line Railway (L. R. Powell, Jr., and E. W. Smith, Receivers) in the regular way.

By order of the Commission:

This 9th day of February, 1932.

Docket No. 7226.

R. O. SELF,
Clerk.

IN RE: APPLICATION OF THE SOUTHERN RAILWAY SYSTEM FOR
PERMISSION TO DISCONTINUE THE AGENCY STATIONS AT
CHERRYFIELD AND PENROSE, NORTH CAROLINA, AND MAKE
THEM PREPAY POINTS.

ORDER

These applications of the Southern Railway, through Superintendent Cooper of Asheville, dated July 16, 1930, seek the approval of the Commission for change in station service at Cherryfield, North Carolina, and Penrose, North Carolina, both of which are stations of the Southern Railway System located on its Toxaway Branch, from agency stations to prepay points.

Cherryfield is located 7.1 miles south of Brevard and 2.6 miles north of Rosman, both of which are regular agency stations. While it is clear that the present revenue collected by the Southern Railway at Cherryfield would not justify the railroad company in keeping an agent there, the

evidence presented at the hearing tended to show that there is some prospect for an improvement in the revenue at that point; it is, therefore,

ORDERED, That the application of the Southern Railway System for permission to discontinue Cherryfield as an agency station be, and it is hereby, denied for the present.

In the case of the application to close Penrose, the revenue shows a continuous decline, Penrose being only 4.8 miles from Etowah and 4.4 miles from Pisgah Forest and having a paved highway both to Etowah and to Pisgah Forest, distance counts for very little under such conditions and it does not appear that the people will be greatly inconvenienced by the closing of this agency; and, it is

ORDERED, That the Southern Railway System is hereby authorized to close Penrose, North Carolina, as an agency station and make it a prepay point.

By order of the Commission:

R. O. SELF,

This 24th day of September, 1930.

Clerk.

Docket No. 6755.

IN RE: APPLICATION OF SOUTHERN RAILWAY COMPANY FOR PERMISSION TO MAKE ELMWOOD, NORTH CAROLINA, A NON-AGENCY STATION.

ORDER

This is the petition of the Southern Railway Company for permission to discontinue its agency at Elmwood, Iredell County, North Carolina. Hearing was held October 15, 1931, at which Mr. W. F. Cooper, Superintendent of the Southern Railway at Asheville, represented the petitioner and Mr. Hugh Mitchell, attorney at law of Statesville, North Carolina, represented the citizens of Elmwood, in Iredell County, North Carolina.

From the evidence presented at the hearing, it is evident that the railroad company is deriving no profit from the operation of this station and it is thought that to discontinue the agency and make it a non-agency station with a caretaker will meet the necessities of the community, therefore, it is

ORDERED, That the petitioner be, and it is hereby, authorized to discontinue said agency on or before November 15, 1931, placing a caretaker in charge.

By order of the Commission:

R. O. SELF,

This 3d day of November, 1931.

Clerk.

Docket No. 7101.

IN RE: PETITION OF SOUTHERN RAILWAY COMPANY FOR PERMISSION TO DISCONTINUE PASSENGER TRAINS NOS. NINETEEN AND TWENTY BETWEEN ASHEVILLE AND BRYSON CITY, NORTH CAROLINA.

ORDER

This petition was filed with and considered by the Commission in due course, and it was ascertained that the expense of operating these trains

has exceeded their revenue from all sources for each month since the month of October, 1930; therefore, it is

ORDERED, That, effective January 3, 1932, the petitioner be, and is hereby, authorized to discontinue the operation of Trains Nineteen and Twenty, between Asheville and Bryson City, North Carolina, until June 1, 1932, at which time the service furnished by these trains will be restored for the summer season. After their operation during the summer season, if, in the opinion of the Commission, there is any perceptible demand for continuing the operation of these trains and if there is any appreciable increase in business handled by them, the service may be continued.

By order of the Commission:
This 21st day of December, 1931.
Docket No. 7182.

R. O. SELF,
Clerk.

TURNER WHITE COFFIN COMPANY v. SOUTHERN RAILWAY.

ORDER

This complaint, dated April 3, 1930, seeks reparation on movement of coffin stock, in carloads, from North Wilkesboro, N. C., to Winston-Salem, N. C., based upon rate of 10 cents per 100 pounds in lieu of rate of 17 cents per 100 pounds as charged.

All facts and argument were submitted in writing by Traffic Manager Prince of Greensboro, representing complainant, and copy thereof was transmitted by our Commission to Freight Traffic Manager Brown of the Southern Railway, Atlanta, Ga., suggesting he likewise submit in writing all facts and argument, and in this way avoid, if possible, the expense of a hearing. Mr. Brown's responses and proposal having been submitted to Mr. Prince, and found satisfactory for settlement of entire complaint,

IT IS THEREFORE ORDERED, That the Southern Railway be, and it is hereby ordered and directed to apply on the following cars of wooden coffin stock, carload, from North Wilkesboro, N. C., to Winston-Salem, N. C., rate of 12 cents per 100 pounds and refund to complainants, Turner White Coffin Company of Winston-Salem, N. C., the difference between the above rate and 17 cents per 100 pounds, which was charged on these cars.

Paid freight bills of the Southern Railway covering these cars are hereto attached and made a part of this order, as follows:

Waybill No.	Freight Bill No.	Car No.	Date
Southern Ry. 1695 9-14-29	4313	N.&W.—40926	W-S 9-17-29
Southern Ry. 1449 10-10-29	2852	W.M.—24920	W-S 10-11-29
Southern Ry. 1196 11- 5-29	1395	P.R.R.—573153	W-S 11- 5-29
Southern Ry. 2205 11-28-29	7777	P.R.R.—90716	W-S 11-29-29
Southern Ry. 1951 12-21-29	5223	Sou.—149590	W-S 12-23-29
Southern Ry. 1024 1-10-30	4917	E.S.L.I.—5052	W-S 1-21-30
Southern Ry. 1429 2-13-30	3695	N.&W.—64604	W-S 2-13-30

IT IS FURTHER ORDERED, That this refund be made on or before July 20, 1930.

By order of the Commission:
This 30th day of June, 1930.
Docket No. 6897.

R. O. SELF,
Clerk.

APPLICATION OF COMMON CARRIERS (EXCEPT TRUCK LINES) TO MAKE EFFECTIVE ON INTRASTATE TRAFFIC INCREASED FREIGHT RATES AND CHARGES AS PER DECISIONS OF THE INTERSTATE COMMERCE COMMISSION DATED OCTOBER 16, AND DECEMBER 5, 1931, RESPECTIVELY, COMMONLY KNOWN AS 15 PER CENT RATE INCREASE (EX PARTE 103).

ORDER

This is an application of the Common Carriers, through Chairman Tilford of the Southern Group, dated June 20, 1931, and supplementary petition, dated December 19, 1931, seeking authority of this Commission authorizing increases in freight rates on intrastate traffic to the same extent as authorized by the Interstate Commerce Commission on interstate traffic. The original application, known as the Fifteen Per Cent Increase Case (I. C. C. Ex Parte 103) was filed by the carriers simultaneously with the Federal Commission and each of the several State Commissions of the country, which application sets forth in more or less detail the precarious situation of the carriers resulting from depression in general business conditions. The application goes on, in substance, to relate that the powers of railway managements to meet these adverse conditions were limited in that they could not increase rates without the approval of Commissions; that they could not reduce scales of wages without long procedure through conferences and arbitration; they could furlough employees and they could refuse to purchase supplies; they could, and it was economically necessary that they should finish their unfinished program of capital expenditures and decline to embark on any new programs.

The average annual expenditures of Class I carriers of the United States for maintenance for the five years—1925 to 1929, inclusive, were \$2,076,400,000, divided as follows: maintenance of way and structures \$849,700,000; maintenance of equipment \$1,226,700,000. That in connection with efficiency and economy of operation the question may be raised whether railway wages are reasonable under existing conditions. That for the determination of railway wages there is a procedure prescribed by law. This procedure involves, in the case of a dispute, three steps, the last of which is alternative: 1st, conferences between the railway managements and the representatives of railway labor; 2d, the intervention of Boards of Mediation in the event the conferences result in disagreement; 3d, arbitration in the event the two preceding steps fail; or, if either party refuses to arbitrate, a finding of facts by a Commission appointed by the President. That the issues presented in each of these steps are of great importance, and the economic facts necessary for their determination are not easy to assemble and consider.

Representatives of railroads and union employees are to hold a conference in Chicago at an early date with a view to agreeing to some plan for adjustment of the wage question; however, in case a reduction is agreed upon such a savings to the railroads will be insufficient to meet the financial emergency of the weaker lines for whose benefit the increases hereinafter provided are authorized.

The application further states:

The theory of the law is that railway property is private property affected with a public use; that in being devoted to such use it foregoes exceptional opportunity for the assurance of fair return. If the sacrifice already made under conditions of prosperity is to be greatly enlarged because of conditions of adversity, the result is that railway property has become public property affected with a private obligation to maintain it. It cannot be expected that investors in railway securities will assume and perform such an obligation.

Under a coöperative agreement existing for years between the Interstate Commerce Commission and the several State Commissions, operative through the medium of the National Association of State Commissions, an invitation was extended and accepted whereby State Commissions participated in hearings in this case, which were held at the following places: Washington, D. C., Portland, Me., Atlanta, Ga., Dallas, Tex., Kansas City, Mo., Portland, Ore., San Francisco, Calif., Salt Lake City, Utah, and Chicago, Ill. Stenographic reports of all hearings were furnished each State Commission.

The Southern group of States south of the Potomac and East of the Mississippi River met and selected Mr. Hugh White, President of the Alabama Public Service Commission, and Harvey H. Hannah, President of the Tennessee Railroad and Public Utilities Commission, to act as representatives of the Southern States Commissions in the case. The North Carolina Corporation Commission presented testimony, as did other North Carolina interests at the Atlanta hearing. All parties having any interest in said proceedings were afforded an opportunity to be heard and it appears were heard. The opinion of the Interstate Commerce Commission, participated in by representatives of the several State Commissions, was practically unanimous and for the benefit of the record in this case is quoted as the basis upon which this Commission follows the Interstate Commerce Commission and the representative State Commissions in their conclusions:

However sympathetic one may be with the plight of the railroads and their need for additional revenue, such sympathy cannot with benefit to any one be carried to the point of a refusal to recognize and face facts. The facts set forth above show beyond question that there are elements of plain peril to the railroads in such an increase in freight rates as they propose at the present time. The chief dangers are (1) that at a time when transportation costs are of vital consequence to every industry it will stimulate new competitive forces already rapidly developing, (2) that it will alienate or impair the friendly feeling toward the railroads on the part of the people of the country which is essential to adequate legislation for their protection and the proper regulation of all forms of transportation in the public interest, and (3) that it will disturb business conditions and an already shell-shocked industry, and accelerate the tendency toward a localization of production. It should be borne in mind that traffic once lost to a competitive agency is far more difficult to regain than it is to hold before it is lost. And it should also be noted that disturbance to industry would be caused, not only by the immediate increase in charges, but also by the slow process of inevitable readjustment to a lower level of rates which would be necessary in many instances and which the railroad executives themselves concede that they anticipate.

We have often referred to the fact that we are not managers of the railroads and have taken the position that we ought not to interfere with those who are entrusted with management on matters which

are not controlled by law but must be determined in the last analysis by wise administrative policy and judgment. That is still our view. But here reliance upon the judgment of the executives as to the revenue effect of an increase in rates is much weakened by their failure to adduce any substantial reasons for their judgment and the definite withholding of the best available information on this point in their possession, namely, the information of their traffic departments. The excuse that this would have prolonged the hearings unduly is not, in our judgment, an adequate answer. There are competent traffic officers in all the districts who represent the carriers collectively and could have been used as a means of concentrating and assembling this information. Not only did the carriers fail to present such witnesses, but in several instances they refused to produce traffic officers whom protestants wished to call to the stand for the purpose of proving their case in opposition. In addition we have the evidence gained by experience with numerous voluntary reductions which have been made, often below maximum reasonable rates fixed by us.

On the other hand we have a mass of definite and concrete evidence from the shippers on this point of revenue effect which stands in the record uncontradicted by anything other than general assertions. Five of our members heard this evidence, although none heard it all, and they had the opportunity of appraising the character and sincerity of the witnesses. In our opinion this evidence is entitled to great weight.

We also have a mass of definite and concrete evidence from shippers in regard to the general industrial collapse and the condition of individual industries. This evidence also stands uncontradicted and, as has already been indicated, it shows beyond dispute that the situation of the railroads with respect to earnings is paralleled throughout the industrial world, and that many particular industries are in much worse plight. This is especially true of agriculture, and preëminently true of the grain farmer. The present prostration of a large part of agriculture has seldom if ever been equalled in the history of the country.

Upon the evidence, therefore, it is our conclusion that a 15 per cent increase in all freight rates and charges would increase revenues, if at all, only temporarily and that its ultimate effect, not very long postponed, would be to harm rather than help the railroads. It is similarly our conclusion that such an increase would raise the rates upon many kinds of traffic above a just and reasonable level. This latter conclusion applies particularly to the products of agriculture, including livestock. We are advised that the committee representing the co-operating State Commissions has reached the same conclusions.

After making further reference to several decisions of the Commission, which had not at the time become effective and which when effective would mean increases in carriers' revenues, the decision further states:

But at best a process of rate readjustment of the kind above described is slow, and in our judgment it will not fully meet the needs of the present situation. The further step which we are now about to propose is offered for the consideration of the railroad executives in the immediate emergency, and only as a temporary measure of relief. It is motivated by the thought that the distrust of railroad securities is rapidly gaining such elements of panic that a slight charge on the traffic of the industries of the country best able to stand it may justifiably be imposed, through freight rates, for the purpose of increasing confidence and averting developments which might further disturb an already tremendously shaken financial situation, and to avoid impairment of an adequate system of transportation.

This plan is outlined in the appendix. It is designed to avoid imposing burdens on industry which can not reasonably be borne under

present conditions, to limit the danger of diversion of traffic to other forms of transportation, and to disturb business conditions as little as possible by preserving, very generally, existing rate relations. Therefore certain commodities have been excluded from any increases and the increase has been tempered on others. The basis has been made as definite as possible in order to minimize disputes, and as simple as possible in order that the increased rates may be made effective speedily. The increase is in cents per 100 pounds or amounts per car, subject to a fixed percentage maximum limit. Except for very short hauls affected by this maximum, it is in uniform amounts, so far as particular kinds of traffic are concerned. The abnormal conditions now existing distinguish the situation from that before us *Increased Rates, 1920 supra*, wherein we discussed the respective merits of percentage and flat increases. We propose to limit the increase to a period ending March 31, 1933. Its continuation after that time will depend upon conditions then existing.

The plan outlined in the appendix we estimate will produce between one hundred million and one hundred twenty-five million dollars increased revenue on the basis of present traffic if applied both State and interstate. This should cover deficiencies in interest on fixed interest obligations with a substantial balance left over. The above estimate does not include increases in revenue which should accrue to the carriers during the coming year from the outstanding orders of the commission which have been mentioned above.

Many difficulties will have to be met in working out the details of a plan for the marshalling of the fund derived from the increase authorized, and for the distribution of that fund in the first instance among the carriers who fail to earn their interest charges, in proportion to their deficiencies. We are convinced that these difficulties can be met. A plan to that end should be worked out by the carriers and submitted for our approval.

After the opinion, as above, was delivered by the Interstate Commerce Commission, which opinion was, as before stated, participated in by representatives of Southern States Commissions, the matter was further considered by the same body of men, and the following represents its final opinion:

In the original report in this proceeding, 178 I. C. C. 539, we found that carriers subject to the interstate commerce act should be authorized to make comparatively small increases in rates for the transportation of certain freight articles for the purpose of increasing their operating revenues and thereby improving their credit and to enable them to maintain an adequate transportation system. An extensive investigation made by us in the premises, in which hearings were held in different parts of the United States, established that, by reason of the present depression and the rapid development since the depression began of other transportation facilities with which the carriers have been and are in competition, the revenues had become depleted to such an extent as to threaten the ability of the carriers to continue to furnish such transportation services as the public needs and must have. The freight articles selected by us in this connection were those for the transportation of which we believed the rates could be somewhat increased without causing the traffic to be transferred to other agencies of transportation and without bringing about an undue disturbance in business conditions or transgressing the bounds of maximum reasonable rates.

However, we further found that these increases were justified only as a temporary, emergency measure, and primarily and principally to assist some of the carriers in connection with the payment of their

fixed charges. We therefore stated that the increases, in the absence of action to the contrary taken by us, should expire on March 31, 1933, and that meanwhile the income therefrom should be kept separate from other operating income of the carriers, placed in a pool, and used in connection with the payment of fixed charges and for other purposes as described in our original report. In this connection, among other things, we said:

"Some carriers have obligations that are already in default, some are now in receivership, and some derive less than 50 per cent of their revenue from freight transportation. Such carriers should neither contribute to, nor receive from, the fund created, and they should be allowed to retain the full amount of the revenue accruing to them from the increased rates. The applicants should set up the machinery for operating and should operate the plan. At the end of six months or other appropriate interval, any balance remaining in the fund so created should be distributed to the carriers in the proportions in which earnings accruing on their properties have contributed to it.

"The increase provided for in the appendix will be conditional upon the submission by the carriers, on or before December 1, 1931, for our approval under the interstate commerce act, of such a plan as is above described for the division among them of the gross proceeds derived from the increase. The plan submitted should provide that the revenues received from such increases should be earmarked and should be used for the purposes and in the manner above provided, and not otherwise. The increases herein proposed should be accepted as an entirety. If, for competitive or other reasons, the carriers decrease any of the rates so increased, the amount of the decrease should be taken from the basic rates rather than from the earmarked increases provided herein. Upon such submission and approval, we shall grant the necessary authority under section 6 for filing the blanket supplements, and those will be permitted to take effect without suspension, subject to the proviso that we shall reserve discretion to require minor changes in the details thereof; and that the resulting rates will in all respects be subject to investigation and determination as to the lawfulness of particular rates or schedules of rates, as provided by the act."

Our original report was issued October 16, 1931, and thereafter the carriers filed in our office a petition, in which they alleged, in substance, that the pooling plan provided for by us could not as a particular matter be applied, and requested us to permit them to substitute therefor what has been referred to in this proceeding as a loaning plan, that is to say, they asked for permission to use the sums of money to be placed in a pool as aforesaid for the purpose of making loans, through an agency to be created by them, for the payment of fixed charges, etc., as had been described by us. They also asked us to make a few other comparatively unimportant changes in our original report.

After due notice to interested parties they were heard by us in oral argument in connection with the matters covered by the petition, and at that hearing counsel for the carriers contended that the impracticability of putting in force the pooling plan outlined by us results principally from the lack of authority on the part of representatives of some of the carriers to treat sums of money received for transportation services performed by such carriers as the property of other carriers and allow the latter to use those sums in paying their fixed charges. Pertinent language used by counsel for the carriers in this connection is:

"Many of the directors of these railroad companies have been advised by their counsel that a vote to dispose of the earnings in question as a gratuity would, or might, render such directors personally liable to any objecting stockholder, and, in fact, there is substantial reason to apprehend that an effort to do so would at once be enjoined by stock-

holders and the whole matter be thrown into court, with a consequent delay that would in itself defeat the Commission's purpose."

Counsel for the carriers also pointed out that, in connection with the subject matter of pooling, the only authority specifically conferred upon us is contained in section 5 (1), which reads:

"Sec. 5 (1) That, except upon specific approval by order of the Commission as in this section provided, and except as provided in paragraph (16) of section 1 of this Act, it shall be unlawful for any common carrier subject to this Act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid each day of its continuance shall be deemed a separate offense: *Provided*, That whenever the Commission is of opinion, after hearing upon application of any carrier or carriers engaged in the transportation of passengers or property subject to this Act, or upon its own initiative, that the division of their traffic or earnings, to the extent indicated by the Commission, will be in the interest of better service to the public, or economy in operation, and will not unduly restrain competition, the Commission shall have authority by order to approve and authorize, if assented to by all the carriers involved, such division of traffic or earnings, under such rules and regulations, and for such consideration as between such carriers and upon such terms and conditions, as shall be found by the Commission to be just and reasonable in the premises."

Upon this subject, counsel for the carriers, among other things, said:

"That paragraph contemplates a pooling, under certain conditions, of the earnings of 'competing' carriers—of carriers which, for the purpose of economy, parcel out between them service which all might perform, and justify it by pooling and dividing among them the revenues derived from all the services so parceled out. On the other hand, the pool here is to be contributed to by all the rail carriers, whether competing or not, and is clearly not a pool of the earnings only of competing carriers or of carriers bearing the same or similar relationship to the service. It not being within that section, there is not authority in law for such a pool, and the question of its legality must be determined on general legal principles."

In addition to making contentions as above stated, counsel for the carriers urged that use of the loaning plan will enable the carriers to accomplish the purposes we had in view when we provided for the use of the pooling plan, and at the same time enable the carriers to avoid the legal difficulties necessarily connected with the latter plan. Contrary views were expressed by counsel representing some of the shippers, but no such opposition was voiced by counsel representing any carrier subject to the interstate commerce act. In this connection, it will be observed that the rates to be paid by shippers will be the same under either plan.

We are not prepared to admit that the construction placed upon section 5 (1) of the act by counsel for the carriers is correct, but we realize that the language contained in that paragraph is not sufficiently definite to exclude differences in views concerning its meaning, and that for this reason the legal difficulties mentioned have at least some foundation upon which to rest. Also, we have no reason for treating otherwise than as made in good faith the representations on behalf of the carriers to the effect that they will use the sums of money, which are to be placed in a pool as hereinbefore stated, to accomplish the

purposes described in our original report. It is further true that we are impressed by the absence, on behalf of any carrier, of opposition to the loaning plan mentioned. In addition to the above, we believe it to be pretty clearly indicated, by matters called to our attention in our oral argument and otherwise developed in the course of this proceeding, that an agreement to adopt and put in force the pooling plan provided for by us can not be obtained, and in the absence of such an agreement our plan could not be made effective, since, as above shown, we have no authority to require such pooling.

For the reasons above set forth, and because we desire to act promptly in this proceeding, in accordance with the duties imposed and the authority conferred upon us by the interstate commerce act, and avoid delays which will be injurious to the general public including the carriers, we hereby modify our original report to the extent of relieving the carriers from the necessity of complying with the pooling plan therein described. This will leave them free to apply in the premises their own loaning plan, but, since use of the latter plan will not be pooling, within the meaning of that term as used in section 5 (1) of the interstate commerce act, and because loans by and between common carriers, as such, have not been included within the jurisdiction conferred upon us by Congress, we neither approve nor disapprove either the loaning plan or the agency the carriers say they expect and intend to use in making that plan effective. However, we rely on them to apply the funds to be derived from the authorized increases in rates in aid of financially weak railroads in accordance with the purposes expressed in our original report and in the instant application pursuant thereto and the arguments thereon presented.

We also hereby amend our original report to the extent of relieving the carriers from the restriction contained in language hereinbefore quoted which is as follows:

"... The increases herein proposed should be accepted as an entirety. If, for competitive or other reasons, the carriers decrease any of the rates so increased, the amount of the decrease should be taken from the basic rates rather than from the earmarked increases provided herein. ..."

Objection has been raised to the imposition of the so-called double increase where there are movements subject to the act separated by an intermediate movement not subject to the act. This applied particularly to movements of ore and coal through lake and ocean ports. There are practical difficulties in the way of accomplishing this by general provisions such as are made in this report. Therefore shippers and carriers are left free to endeavor to work out this situation between themselves.

In the appendix under the caption "Switching and Lighterage Charges" we authorized certain increases for switching only. The omission of lighterage and floatage charges from the increases so authorized was unintentional. The same increases for these charges as for switching are authorized in the revised appendix hereto.

Because of certain practical difficulties that exist in determining distances and in view of the smallness of the increases, we have concluded, upon more mature consideration, to authorize an increase of 2 cents in all less-than-carload rates.

In the revised appendix hereto the articles originally made subject to increases of \$3 and \$6 per car have been made subject to increases in cents per 100 pounds or per ton, the assignment of the respective commodities to the respective lists having been made on an approximate-weight basis.

The revised appendix also makes certain changes in the classification of commodities, the desirability of which has become apparent since our original report was issued.

The North Carolina Corporation Commission is of the opinion, and so finds, that the conditions which called for and warranted the increases in interstate freight rates and charges, which have been authorized by the Interstate Commerce Commission in conjunction with representation from the several State Commissions of the United States, apply equally to intrastate freight rates and charges, as set forth in the opinion hereinbefore referred to, dated October 16, 1931, as modified by supplementary report of December 5, 1931, and should be authorized by this Commission to apply to intrastate rates and charges within North Carolina.

IT IS THEREFORE ORDERED, That the common carriers (not including Truck Lines) operating within the State of North Carolina be, and the same are hereby authorized to put in force and effect on intrastate traffic within North Carolina increased rates and charges as shown in Appendix "A," hereto attached, and made a part of this order, effective February 1, 1932, which increased rates and charges shall be subject to the Commission's usual rule of reviewal upon complaint of shippers, or the Commission's own motion at any time, and it is further provided that any complaining shipper applying for a hearing on or before January 15, 1932, will be accorded same and a date set therefor promptly.

That these increases are authorized under the same circumstances and conditions as provided for in the order of the Interstate Commerce Commission in Ex Parte 103, as decided October 16, 1931, and supplementary order, dated December 5, 1931, and shall expire, as therein provided, on March 31, 1933, unless sooner revoked or extended by further order of this Commission.

By order of the Commission:
This 7th day of January, 1932.
Docket No. 7199.

R. O. SELF,
Clerk.

Appendix "A"

PLAN FOR INCREASING FREIGHT RATES

In the tables which follow, the numbered generic descriptions of commodities or commodity groups are those specified in the order of the Interstate Commerce Commission, November 22, 1927, *In the Matter of Freight Commodity Statistics*. Except as otherwise provided and except where prefixed by circled "1," they cover the specific items customarily included by the carriers in their reports to the commission under each numbered description. Where prefixed by circled "1," the designated descriptions apply only on the commodities specifically here named.

LIST A

On commodities, in carloads, except as otherwise noted, included under the following descriptions there shall be *no increase*:

No.	Description
10	Wheat
20	Corn.
30	Oats.
40	Barley and rye.
41	Rice.
42	Grain, n.o.s.
50	Flour, wheat.
51	Meal, corn.
52	Flour and meal, edible, n.o.s., except cassava flour, sago flour, and tapioca flour.
61	Mill products, n.o.s., except alfalfa meal.
70	Hay and alfalfa.
71	Straw.
90	Cotton in bales, any quantity.
91	Cotton linters, noils, and regins.
100	Cottonseed.
120	Apples, fresh.
122	Berries, fresh.
124	Grapes, fresh.
125	Peaches, fresh.
127	Fruits, fresh, domestic, n.o.s.
130	Potatoes, other than sweet.
150	Beans and peas, dried.
162	Flaxseed.
163	Sugar beets.
164 (1)	Products of agriculture, n.o.s., as follows: Corn cobs, corn-cob meal; corn husks or shucks; corn stalks; flaxseed hulls.
170	Horses, mules, ponies, and asses.
180	Cattle and calves, single deck.
181	Calves, double deck.
190	Sheep and goats, single deck.
191	Sheep and goats, double deck.
200	Hogs, single deck.
201	Hogs, double deck.
400	Logs.
402	Wood (fuel).

- 410 Ties, railroad.
 443 (1) Excelsior (wood), wood shavings, n.o.i.b.n., and sawdust.
 701 (1) Cotton waste, other than manufactured packing or wiping waste.

LIST B

On commodities, in carloads, included under the following numbered descriptions there may be an increase of 6 cents per ton of 2,000 pounds:

*Description**No.*

- | | |
|---------|---|
| 290 | Anthracite coal. |
| 300 | Bituminous coal. |
| 310 | Coke. |
| 320 | Iron ore. |
| 330 | Copper ore and concentrates. |
| 331 | Lead ore and concentrates. |
| 332 | Zinc ore and concentrates. |
| 333 | Ores and concentrates, n.o.s. |
| 350 | Gravel and sand (other than glass or molding). |
| 351 | Stone, broken, ground, or crushed; coated sand; and coated rock road-building material. |
| 392 (1) | Products of mines, n.o.s., as follows: |
| | Borate rock. |
| | Bituminous rock. |
| | Bituminous asphalt rock. |
| | Iron pyrites. |
| | Limestone, crushed or ground. |
| | Dolomite. |
| | Earth or soil, n.o.i.b.n. |
| | Feldspar. |
| | Fluorspar. |
| | Fluxing stone. |
| | Ganister rock. |
| | Glass sand. |
| | Crude gypsum. |
| | Loam. |
| | Molding sand. |
| | Nickel matte. |
| | Ore residue. |
| | Slate, crushed, ground or scrap. |
| | Volcanic ash. |
| 420 | Pulpwood. |
| 491 (1) | Mill cinder and mill scale, iron or steel. |
| 692 | Furnace slag. |
| 701 (1) | Pyrites cinder, refuse, or dross. |
| 701 (1) | Coal ashes and cinders. |
| 701 (1) | Brickbats and brick dust. |

LIST C

On commodities, in carloads, included under the following numbered descriptions there may be an increase of 12 cents per ton of 2,000 pounds:

*Description**No.*

- | | |
|-----|---|
| 352 | Stone, rough, n.o.s. |
| 390 | Phosphate rock, crude (ground or not ground). |
| 391 | Sulphur (brimstone). |

392 (1) Products of mines, n.o.s. as follows:

Bentonite.
 China clay.
 Ground flint.
 Fire clay.
 Gilsonite.
 Ground gypsum, not calcined.
 Kaolin.
 Barium sulphate, ground (barytes), not precipitated.
 Barium sulphate, ground (barytes), precipitated (blanc fixe).
 Magnesium sulphate, crude, or kiersite.
 Mica scrap or screenings.
 Pipe clay.
 Shale.
 Slate, not crushed, ground or scrap.
 Soapstone (talc) ground, dust, lump or rough slabs.
 Chalk, crude.
 Clay, n.o.i.b.n.
 Cobblestones.
 Flint pebbles.
 Marble chips.

401 Posts, poles, and piling.

430 Lumber (made of domestic or Canadian wood or Mexican pine only).

430 Lath and shingles.

431 Box, crate, and cooperage materials.

432 Veneer and built-up wood, made wholly of domestic or Canadian wood or Mexican pine.

443 (1) Products of forests, n.o.s., as follows:

Acid wood.

Barks—

Black oak (stick).

Cedar, shredded.

Hickory, not ground or powdered.

Redwood, shredded.

Tanbark—Leaf (stick); ground, spent or not spent.

Wood-charcoal briquettes.

Brush, riprapping.

Charcoal, wood.

Chemical wood.

Chips (shavings), brewers' or vinegar.

Cigar-box wood.

Cones, fir or pine.

Cork dust (cork-bark refuse).

Cork chips, shavings, virgin bark, waste, or fuse.

Palm kernels.

Pine needles.

Shingle tow or shavings.

490 Pig Iron.

693 Scrap iron and scrap steel.

LIST D

On commodities, in carloads, except as otherwise noted, included under the following numbered and unnumbered descriptions there may be an increase of 1 cent per 100 pounds:

Description

<i>No.</i>	
80	Tobacco leaf, unmanufactured, any quantity.
101	Cottonseed meal and cake.
110	Oranges and grapefruit.
111	Lemons, limes, and citrus fruits, n.o.s.
123	Cantaloupes and melons, n.o.s.
126	Watermelons.
140	Cabbage.
141	Onions.
142	Tomatoes.
143	Vegetables, fresh, n.o.s.
151	Fruits, dried or evaporated.
152	Vegetables, dried, n.o.s.
160	Vegetable-oil cake and meal, except cottonseed.
161 (1)	Peanuts, raw.
164 (1)	Products of agriculture, n.o.s., as follows:
	Alfalfa seed.
	Apple waste.
	Apricot kernels.
	Bagasse.
	Barley or grain skimmings, malthouse.
	Barley sprouts.
	Bean meal (ground beans), n.o.i.b.n.
	Beans, soya.
	Beet pulp or residue.
	Broom corn.
	Cane seed.
	Chufas.
	Clover seed.
	Cocoa-bean refuse (cocoa dust).
	Copra.
	Cowpeas.
	Cucumbers in tank cars.
	Fenugreek seed or meal.
	Fodder, n.o.i.b.n.
	Fruit pits or stones, n.o.i.b.n.
	Fruit peel, not candied or crystallized.
	Fruit pulp.
	Grains, spent, dry or wet.
	Grass seed.
	Hemp stalks.
	Kapok seed or kapok-seed meal.
	Malt, malted grain or malt sprouts.
	Meal, alfalfa, clover, peanut vine, or sorghum; or chopped alfalfa.
	Millet seed.
	Mustard seed.
	Pea meal.
	Peanut grits.
	Peanut hulls or chaff.
	Pomace, n.o.i.b.n.
	Rape seed or rape-seed meal.
	Sorghum seed or meal.
	Tomato refuse (from canneries).
	Tobacco stems, ground or unground.
	Unmanufactured tobacco cuttings, siftings, scraps or sweepings.
	Velvet beans or velvet-bean meal.
353	Stone, finished, n.o.s.
360	Petroleum, crude.

370	Asphalt (natural, by-product, or petroleum).
440	Rosin.
441	Turpentine.
443 (1)	Pine tar.
450	Petroleum oils, refined, and all other gasolines.
451	Fuel, road, and petroleum residual oils, n.o.s.
452	Lubricating oils and greases.
453	Petroleum products, n.o.s.
540	Cement, natural or Portland (building).
550	Brick, common.
551	Brick, n.o.s., and building tile.
552	Artificial stone, n.o.s.
560	Lime, common (quick or slacked).
630	Ice.
640	Fertilizers, n.o.s.
697	Building woodwork (millwork).
701 (1)	Soapstone forms or slabs, including fire box or furnace linings.
701 (1)	Tar, and pitch, except brewers' and montan.
701 (1)	Feed, animal or poultry, n.o.i.b.n., and not including biscuits, dog (dog cakes).

On all other commodities, including all less-than-carload freight, there may be an increase of *2 cents per 100 pounds*.

The increases set forth above are subject to the following provisos:

1. In no event shall the increase levied on any shipment be in excess of 10 per cent of the charges which would be assessed in the absence of the increase.

2. Where rates are stated in schedules in dollars per car the respective increases shall be \$7.50 per car if the increase, as shown above, is 1 cent per 100 pounds; \$10 per car if such increase is 2 cents 100 pounds, \$3 per car if such increase is 6 cents per ton; and \$5 per car if such increase is 12 cents per ton.

3. Where through shipments move under combination rates subject to the interstate commerce act, but one increase may be applied on such shipments. This proviso does not apply where there are two movements subject to the act separated by an intermediate movement not subject to the act. Where shipments move under transit on a basis which applies a through rate (either with or without a transit or out-of-line charge) the increase or surcharge should be applied but once.

Where the minimum weights are different in connection with the separate factors in combination through rates, the increase shall be based on the highest minimum, unless a lower total results from applying the above authorized increases separately to each factor or any aggregation of factors, subject to the minimums attaching thereto.

Weights.—The increases authorized shall apply to the weight on which the charges are based.

Mixed Carloads.—Mixed carload shipments shall be subject to the highest surcharge provided for any article in the carload, except where a lower total results by surcharging a portion of the shipment as less than a carload and the remainder as a carload.

Switching, Floatage, and Lighterage Charges.—All switching, floatage, and lighterage charges collected from shippers or receivers may be increased 10 per cent, EXCEPT no increase shall apply on articles in List A.

Joint Rates to and From Foreign Countries.—It is not intended to increase the proportions of joint through rates to or from points in foreign countries accruing for the transportation in such foreign countries; the proportions of such rates accruing within the United States may be increased to the extent herein approved for domestic rates.

Carriers by Water.—Where rates of water carriers are subject to the act, covering transportation either wholly by water or partly by water and partly by railroad, the increases herein suggested may in like manner be applied to such rates.

Fourth-Section Departures.—If the adoption of the different rates of increase herein suggested results in any violation of the aggregate-of-intermediates or long-and-short-haul provision of section 4 (1) of the act, the carriers should take prompt steps to remove the violation or promptly make application for relief.

Rates Prescribed and not yet Effective.—It is contemplated that the increases herein set forth will be superimposed upon the rates now in effect, whether established by order of the commission or the voluntary act of the carriers (including rates held in effect by reason of investigation and suspension orders), and also upon rates prescribed by outstanding orders of the commission not yet in effect, when and as the rates therein prescribed become effective, subject to the exceptions noted above.

Docket No. 7199.

APPLICATION OF COMMON CARRIERS (EXCEPT TRUCK LINES) TO MAKE EFFECTIVE ON INTRASTATE TRAFFIC INCREASED, FREIGHT RATES AND CHARGES AS PER DECISIONS OF THE INTERSTATE COMMERCE COMMISSION, DATED OCTOBER 16, AND DECEMBER 5, 1931, RESPECTIVELY, COMMONLY KNOWN AS 15 PER CENT RATE INCREASE, (EX PARTE 103).

SUPPLEMENTAL ORDER

In our original order, as above, dated January 7, 1932, we provided that increased rates and charges, as shown in Appendix "A" should be made effective February 1, 1932, and shall be subject to the Commission's usual rule of reviewal upon complaint, or upon the Commission's own motion at any time, and that any complaining shipper should apply to the Commission on or before January 15, 1932, otherwise the increased rates and charges would go into effect as provided. As a result of the above provisions of the original order, several complaints have been filed with the Commission seeking modification or objecting to the entire increase in rates and charges. One of these complaints states conditions in industry are worse than when the Interstate Commerce Commission heard the case and for this reason the protest is filed as was done before the Interstate Commerce Commission at its hearing. Another complainant makes the general protest against any additional charges on fertilizer and fertilizer materials; another states the increased rates and charges should not have been allowed from the standpoint of industry, but "We need and must have the railroads as carriers of commerce for the Nation," and for that reason he does not object; other complainants refer to individual items.

These matters having been fully presented to the Commission in writing, it is of the opinion, and so finds that the increased emergency charges should not have been authorized for intrastate application on the following articles, carload:

Coal.
Wood, acid.
Wood, chemical.
Wood, pulp.

IT IS THEREFORE ORDERED, That the common carriers (not including truck lines) operating within the State of North Carolina be, and the same are hereby ordered and directed to amend our Order of January 7, cancelling authority to include the following items, in carloads, namely: Coal; Wood, acid; Wood, chemical; Wood, pulp; that these items are exempted from the additional emergency charges, and such emergency charges shall not be added on the above commodities, effective February 1, 1932.

By direction of the Commission:

R. O. SELF,
Clerk.

This 18th day of January, 1932.

Docket No. 7199.

COMPLAINT OF WILMINGTON TRAFFIC ASSOCIATION AGAINST APPLICATION OF EMERGENCY CHARGES (AS PER EX PARTE 103) ON FERTILIZER AND FERTILIZER MATERIALS, INTRASTATE, IN NORTH CAROLINA.

SECOND SUPPLEMENTAL ORDER

This complaint sets forth discrimination in freight charges on fertilizer and fertilizer materials from Wilmington to border destinations within the State located along the State Line border of South Carolina and the State Line border of Virginia.

It appears the emergency charges (Ex Parte 103) applicable on fertilizer and fertilizer materials (Group 640) of 20 cents per ton carload and 40 cents per ton less than carload, are not applied within the State of Virginia or within the State of South Carolina.

Upon receipt of complaint the matter was handled with the State Commissions of Virginia and South Carolina, both of which indicate in their replies that no change on their part is in contemplation.

The subject was also handled with the carriers who replied they cannot afford to waive the emergency charges in any particular and suggest a complaint be filed before the Interstate Commerce Commission.

This Commission is of the opinion and so finds it is unfair and unjust to intrastate shippers in North Carolina that these emergency charges should be applied on fertilizer and fertilizer materials to border points along the state lines of Virginia and South Carolina and that this discriminatory situation can be overcome in no other reasonable way than by exempting these commodities from the intrastate emergency charges in North Carolina.

IT IS THEREFORE ORDERED, That our Supplemental Order of January 18, 1932, exempting Coal, Acid Wood, Chemical Wood and Pulpwood from the emergency charges, be amended to include fertilizer and fertilizer materials

(Group 640) carload and less than carload, and that said commodities be exempted from the emergency charges.

IT IS FURTHER ORDERED, That common carriers by rail operating within the State be, and they are hereby directed, to make this change not later than April 20, 1932.

By order of the Commission:

This 12th day of April, 1932.

Docket No. 7199.

R. O. SELF,

Clerk.

WILMINGTON TRAFFIC ASSOCIATION, INCORPORATED v. ATLANTIC AND YADKIN RAILWAY COMPANY, ATLANTIC COAST LINE RAILROAD COMPANY, CAROLINA AND NORTHWESTERN RAILWAY COMPANY, CAROLINA, CLINCHFIELD AND OHIO RAILWAY, ATLANTIC COAST LINE RAILROAD COMPANY AND LOUISVILLE AND NASHVILLE RAILROAD COMPANY (LESSEES), HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY, NORFOLK AND WESTERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, SOUTHERN RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY, YADKIN RAILROAD COMPANY.

ORDER

Wilmington Traffic Association, Inc., by complaint, dated May 16, 1930, alleges that rates on extracts and tanning materials, carload, from Wilmington, N. C., to consuming or tannery points in Western North Carolina are unreasonable and discriminatory when compared with rates on like commodities from Norfolk, Va., to same points of destination, and set up as an example, in part, the following comparisons:

<i>To</i>	<i>Norfolk, Va.</i>		<i>Wilmington, N. C.</i>	
	<i>Miles</i>	<i>Rate</i>	<i>Miles</i>	<i>Rate</i>
Andrews, N. C.....	527	41½	437	59
Asheville, N. C.....	419	40½	329	52
Elkin, N. C.....	310	39½	262	47
Hazlewood, N. C.....	449	41½	359	54
Old Fort, N. C.....	389	40½	299	49

It is pointed out that the rates from Norfolk are commodity rates, whereas, the rates from Wilmington are class rates, and complainant seeks to have reasonable commodity rates established from Wilmington in keeping, distance considered, with present rates from Norfolk.

Hearing in this matter was held at the office of the Commission, in Raleigh, August 19, 1930. Complainant introduced exhibits to show present distances and rates from both Norfolk and Wilmington to these tannery points, all of which points are located upon the Southern Railway lines in Western North Carolina, and set up the contention that Wilmington is entitled to a rate position on these commodities in line, distance considered, with rates from Norfolk measured by applying from Wilmington average rates based upon 28 per cent of 1st class rates, under general Southern Class Rate Scale, known as K-2 scale, which is the average percentage the present commodity rates from Norfolk bear to the 1st class rates, which 1st class rates are now upon basis of the so-called K-2 scale, the destina-

tion points to be grouped in the same manner as they are now grouped from Norfolk.

Further testimony was introduced tending to show there are commodity rates in effect on tanning materials from Canton, N. C., to points in Virginia and Georgia, which are in every case less than 28 per cent of 1st class. To be exact, an average of 23.4 per cent of 1st class to the 13 points of destination shown in the exhibit.

The carriers took the general position that it is conceded by all concerned that commodity rates should be established from Wilmington, such rates, however, should be on an exact parity with Norfolk; that the present Norfolk rates were made arbitrarily $3\frac{1}{2}$ cents per 100 pounds less than Baltimore without reference to distance and that distance should be disregarded from Wilmington and the rates arbitrarily made the same as from Norfolk. There are important exceptions to this, in that the Atlantic Coast Line Railroad and Seaboard Air Line Railway, which are the initial lines at Wilmington, while standing generally upon the principle of exact port equalization, these two carriers, nevertheless, proposed certain rates in this case based upon a mileage scale especially constructed for the purpose, which if applied will result in rates from Wilmington some less than Norfolk and which it claimed would make the rates from Wilmington consistent with the group rates from Norfolk.

The two proposals would result as follows:

To	Norfolk		Wilmington	
	Average Mi.	Rate	Average Mi.	Rate
Andrews group.....	474	$41\frac{1}{2}$	370	38
Asheville group.....	406	$40\frac{1}{2}$	319	36
Elkin group.....	319	$39\frac{1}{2}$	271	34

CARRIERS' PROPOSAL

Andrews.....	527	$41\frac{1}{2}$	438	$41\frac{1}{2}$
Brevard.....	459	$41\frac{1}{2}$	334	$39\frac{1}{2}$
Hazlewood.....	449	$41\frac{1}{2}$	358	40
Rosman.....	468	$41\frac{1}{2}$	343	$39\frac{1}{2}$
Sylva.....	466	$41\frac{1}{2}$	377	$40\frac{1}{2}$
Asheville.....	419	$40\frac{1}{2}$	330	$39\frac{1}{2}$
Boswell.....	419	$40\frac{1}{2}$	330	$39\frac{1}{2}$
Emma.....	419	$40\frac{1}{2}$	330	$39\frac{1}{2}$
Morganton.....	357	$40\frac{1}{2}$	268	38
Old Fort.....	389	$40\frac{1}{2}$	300	$38\frac{1}{2}$
Sulphur Springs.....	419	$40\frac{1}{2}$	330	$39\frac{1}{2}$
Westall.....	419	$40\frac{1}{2}$	330	$39\frac{1}{2}$
Elkin.....	310	$39\frac{1}{2}$	262	38
North Wilkesboro.....	329	$39\frac{1}{2}$	281	$38\frac{1}{2}$

It will be observed that complainant's proposal would result in differences of $3\frac{1}{2}$ in Andrews group to $5\frac{1}{2}$ in Elkin group in favor of Wilmington, while carriers' proposal ranges in differences from "O" at Andrews to $2\frac{1}{2}$ at Morganton.

The Commission is of the opinion, and so finds, that the fact that the current rates on tanning extracts from Norfolk, Va., to these tannery points were made arbitrarily lower than rates from Baltimore is no sound reason why the same rates would be reasonable to apply from Wilmington, which point is located upon an average distance of 89 miles nearer points of destination than is Norfolk.

The Commission further finds that inasmuch as the Norfolk rates are arbitrarily upon group basis without regard to distance, it follows that it will be both reasonable and logical to make Wilmington rates to similar groups arbitrarily something less than rates from Norfolk.

IT IS THEREFORE ORDERED, That the carriers named above be, and they are hereby ordered and directed to put in force on or before September 10, 1930, on tanning extracts and tanning materials, as described in Item 720, of Agent Cottrell's I. C. C. 727, and Item 4472, Agent Speiden's I. C. C. 1367, rates from Wilmington, N. C., to points of destination, as shown in above named tariffs, in Western North Carolina to which rates are published from Norfolk made $2\frac{1}{2}$ cents per 100 pounds less than current rates from Norfolk, Va.

By order of the Commission:
This 22d day of August, 1930.
Docket No. 6925.

R. O. SELF,
Clerk.

WILMINGTON TRAFFIC ASSOCIATION, INCORPORATED v. ATLANTIC AND YADKIN RAILWAY COMPANY, ATLANTIC COAST LINE RAILROAD COMPANY, CAROLINA, CLINCHFIELD AND OHIO RAILWAY, (ATLANTIC COAST LINE RAILROAD COMPANY AND LOUISVILLE AND NASHVILLE RAILROAD COMPANY, LESSEES), HIGH POINT, RANDLEMAN, ASHEBORO AND SOUTHERN RAILROAD COMPANY, NORFOLK AND WESTERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY COMPANY, SOUTHERN RAILWAY COMPANY, WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY, YADKIN RAILROAD COMPANY.

ORDER

Comes now Chairman J. E. Tilford of the Southern Fright Association, and J. A. Streyer, General Traffic Manager of the American Short Line Railroad Association, in joint application, dated November 22, 1930, file 70-120, and renewed in letter of Chairman Tilford, dated November 17, 1931, seeking revision of rates on green, salted hides, carload, from Wilmington, N. C., to Western North Carolina points, covered by order of the Commission, as above, dated March 25, 1930, in order, as the application states, that rates made on basis of 30 per cent of first class (K-2 scale) may be made to apply on green, salted hides, carload, from and to above points as this basis is now applicable throughout other intrastate territory

within the State. Upon submission of copy of the application of Chairman Tilford to Traffic Manager Boyd of the Wilmington Traffic Association, the Commission is advised, under date of December 8, 1931, Boyd's file 139, to the effect that inasmuch as green, salted hides, carload, have now been placed upon basis of 30 per cent of first class, there is no objection to granting the application of the carriers at this time.

IT IS THEREFORE ORDERED, That order of the Commission, dated March 25, 1930, promulgating basis for specific commodity rates on green, salted hides, carload, from Wilmington, N. C., to Western North Carolina tannery points, as named in the order, is hereby withdrawn and cancelled.

By order of the Commission:

R. O. SELF,

This 11th day of December, 1931.

Clerk.

Docket No. 7181.

IN RE: PETITION OF WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY FOR PERMISSION TO DISCONTINUE THE OPERATION OF ALL PASSENGER SERVICE.

ORDER

The petition in the above-entitled cause came on for hearing on July 28, 1932. After a careful consideration of the evidence, the Commission finds the following facts:

1. That the convenience and necessity of the traveling public does not require the running of passenger trains on the railroad of petitioner.
2. That petitioner is losing very nearly \$20,000 a year in the operation of its passenger trains and that this loss does not include taxes, maintenance or any other expense except that incurred in the actual operation of the trains.
3. That the petitioner is losing heavily each year in the operation of its road both for freight and passenger business.

These facts on their face demand that we give petitioner the relief demanded in the petition, but, according to our construction of the law, we are unable to do so. It appears to be elemental that no railroad corporation can divest itself of the exercise of its functions granted to it by its charter nor put itself in such position that it can not exercise them. Again Section 3481 of the Consolidated Statutes provides that a railroad company "shall run at least one passenger train in each direction over its road on every day except Sunday." It appears to us that it is the clear intention of the Legislature to compel railroads to give passenger service at least once a day to each station on its line.

The Commission, however, holds, and so orders, that petitioner to take care of the limited amount of passenger travel on its road may run a mixed train each way between Winston-Salem and Wadesboro.

The Commissioner further holds, and so orders, that petitioner may discontinue passenger service between Winston-Salem and Wadesboro on Sundays.

The Commission holds, and so orders, that petitioner may be, and is hereby, exempted from the provisions of Section 2619, so far as mixed trains are concerned, requiring separate accommodations for different races.

The Commisison holds, and so orders, that petitioner may enter into contract with the Railway Express Agency, Incorporated, to operate trucks between Winston-Salem and Wadesboro, North Carolina, solely for the purpose of enabling the Railway Express Agency to handle express business of the Winston-Salem Southbound Railway Company, said express trucks to follow the line of the Winston-Salem Southbound Railway Company as nearly as practicable.

The Commission holds, and so orders, that the petitioner itself or through its agents may operate trucks between Winston-Salem, Lexington, and High Point, North Carolina, to facilitate the handling of the joint express business of the Winston-Salem Southbound Railway Company and the High Point, Thomasville and Denton Railroad Company.

The Commission holds, and so orders, that the said Railway Express Agency, Incorporated, under this order shall handle express only to and from stations of the Winston-Salem Southbound Railway Company and the High Point, Thomasville and Denton Railroad Company.

In view of the legal propositions above set forth, petitioner's petition to be allowed to discontinue passenger service is hereby denied; but, that part of its supplemental petition, as above granted, as herein set forth, is allowed.

By order of the Commission:
This 28th day of July, 1932.
Docket No. 7271.

R. O. SELF,
Clerk.

IN RE: INTRASTATE RATES ON COTTON AND KNITTING FACTORY
PRODUCTS BETWEEN POINTS IN NORTH CAROLINA.

ORDER

Supplement 13, at Page 4, Agent Cottrell's I. C. C. No. 767, (North Carolina Intrastate Tariff), effective September 2, 1930, carload rates are published on cotton and knitting factory products, as per Description A-65, shown therein, from Charlotte, Durham, Greensboro, Salisbury and Winston-Salem to destinations in North Carolina, as named in Item 22, Page 3, of the same supplement.

By a foot note reference, less carload rates from and to the same points are cancelled and class rates are to apply.

The supplement states this action is in compliance with order of the Interstate Commerce Commisison in Docket 16321, dated June 9, 1930.

By Supplement J, to the same tariff, the effective date of these rates is postponed to November 1, 1930, and the rates have, therefore, become effective. The order of the Interstate Commerce Commission, upon which the above action of the carriers is based, simply directed the carriers to remove certain discriminations found to exist against Norfolk, Va., and this Commission is of the opinion, and so finds, that the Interstate Commerce Commission did not intend for its order to be complied with, in the manner herein described, by increasing North Carolina intrastate rates, and which action at the same time has the effect of creating, within the State, almost numberless discriminations on intrastate traffic that are wholly unreasonable.

IT IS THEREFORE ORDERED, That Supplement No. 13, and Supplement J, of Agent J. J. Cottrell's I. C. C. No. 767, (North Carolina Intrastate Tariff) be, and the same are hereby cancelled as to Item 22, Page 3, and commodities covered by Commodity Description No. A-65, Page 4, of Supplement 13, and that rates on these commodities will not apply to intrastate traffic moving wholly between points within the State. That rates shown in the original tariff, as above, shall be continued in effect on intrastate traffic.

IT IS FURTHER ORDERED, That this order shall be in force from and after November 1, 1930.

By order of the Commission:
This 19th day of November, 1930.
Docket No. 6974.

R. O. SELF,
Clerk.

PETITION OF RAIL CARRIERS OF THE STATE THROUGH CHAIRMAN TILFORD OF SOUTHERN FREIGHT ASSOCIATION AND J. A. STREYER FOR AMERICAN SHORT LINE ASSOCIATION, SEEKING AUTHORITY TO REVISE INTRASTATE FREIGHT RATES ON PETROLEUM AND PETROLEUM PRODUCTS WITHIN THE STATE OF NORTH CAROLINA.

ORDER

Appearances for Petitioners

H. L. Walker, Commerce Counsel for Southern Railway; W. W. Wolford, Assistant Commerce Agent for Southern Railway; G. R. Ward, Commerce Agent for Seaboard Air Line Railway (L. R. Powell, Jr., and E. W. Smith, Receivers); R. G. Hodgkin, Assistant Freight Traffic Manager and H. V. Borjes, his assistant, for Atlantic Coast Line Railroad; J. P. Blanton, for American Short Line Railroad Association.

Appearances for Respondents

John S. Burchmore for Standard Oil Company of New Jersey; E. D. Sheffe, Traffic Department, Standard Oil Company of New Jersey; W. L. Macatee for The Texas Company.

This petition is dated April 11, 1931 and amended May 9, 1931, and seeks authority to cancel all existing intrastate carload and less than carload commodity rates and classification exceptions on petroleum and petroleum products between points within the State of North Carolina and make effective simultaneously revised rates on mileage scale as set forth in Exhibit No. 1, accompanying the application, and arbitraries set forth in Exhibit No. 2, also accompanying the application, as maximum rates to be applied in future to intrastate traffic within North Carolina.

Hearing was held at Raleigh, N. C., Monday, February 15, 1932.

This proposed revision of petroleum rates is a result of a general investigation by the Interstate Commerce Commission involving rates on petroleum and petroleum products interstate throughout the country on interstate traffic as covered by its Docket 17000, Part 4, (171 I. C. C. 286). The general investigation was conducted under an effective coöperative plan with various state commissions and the Southern States East of the Mississippi River had representation in a coöperative way. The investigation was

begun by the Interstate Commerce Commission in 1926 as a result of several complaints which were consolidated and the record closed in 1927, the decision being rendered January 5, 1931. The effective date of the interstate order was postponed from time to time, the rates finally becoming effective in Southern Territory March 15, 1932.

It appears the interstate decision was highly unsatisfactory to the respondents in this case, being, as stated by counsel, a double-barrel decision, (1) a mileage scale was prescribed to apply generally throughout Southeastern Territory which scale was not percentagely related to class rates but actually works out about 32 per cent of first class in Southern Territory; (2) specific rates were prescribed from important producing oil fields in Southwest Louisiana, Oklahoma and Texas, into Southeastern Territory which were likewise not purposely related to class rates, but, it is stated, will range from 19 per cent to 25 per cent of the first class rates. It is these latter rates which the respondents feel are prejudicial, since these rates are lower, mile for mile, than is the mileage scale to apply wholly within the South east of the Mississippi River. The oil interests repeatedly petitioned the Interstate Commerce Commission for reopening and rehearing, alleging the prescribed rates are unreasonably high and were based upon a record made when conditions were greatly different from those now existing, which it was alleged renders the prescribed rates unreasonable to be applied at this time and as above stated prejudicial to the extent that rates are prescribed from Southwestern Territory into Southeastern Territory on a lower level than the mileage scale within the South. These petitions were denied by the Interstate Commerce Commission.

The present rates on petroleum and its products, carload, within North Carolina were the regular sixth class rates made effective in 1914 and which rates have since received two increases authorized by the Federal Authorities during the war period and one reduction of 10 per cent, effective July 1, 1922. The less than carload rates are regular class rates which were, in recent orders, revised to the regular southern interstate level.

The proposed rates as compared with present rates are, for single lines, higher for 5 miles, lower from 10 to 30 miles, the same for 35 miles, higher from 45 to 55 miles, the same for 65 miles and higher throughout the remainder of the scale. Comparing the joint rates the scale is lower up to 90 miles and higher than the remainder of the scale.

The respondents in this case have bulk tank stations at the port of Wilmington to which refined oil is brought in tank steamers and shipped thence by rail to the interior in tank cars. The contention is made by respondents that 25 per cent of first class would produce a reasonable scale for application on petroleum and petroleum products and that due to other forms of transportation higher rates will likely divert the traffic from the rail lines.

The Commission is of the opinion and so finds that the scale of rates for both single and joint line application as provided in Circular No. 351

attached hereto and made a part of this order, will be reasonable to apply on petroleum and petroleum products within the State of North Carolina and that to this scale may be added an arbitrary of six (6) cents per 100 pounds for short or weak lines which should accrue solely to those lines, and in determining rates over routes made up in whole or in part of the lines of the Norfolk Southern, an arbitrary equal to twenty (20) per cent of the scale prescribed for trunk lines may be added for that portion of the haul over the Norfolk Southern, subject to a maximum arbitrary of six (6) cents per 100 pounds, which arbitrary shall accrue solely to the Norfolk Southern. This scale of rates and arbitraries were found reasonable by the Interstate Commerce Commission to apply generally within the South east of the Mississippi River.

The Commission is further of the opinion and so finds that the rates on fuel oil and other low-grade oils in carloads, shall not exceed eighty (80) per cent of the rates herein prescribed on high grade oils from and to the same points, fractions of a cent to be resolved to the nearest half cent.

IT IS THEREFORE ORDERED, That common carriers by rail within the State be and they are hereby authorized to make effective within the State rates on petroleum and petroleum products as set out in Circular No. 351 which is attached hereto and made a part of this order, effective May 1, 1932.

IT IS FURTHER ORDERED, That the rates authorized herein shall not be subject to the emergency rates authorized by the Commission's order dated January 7, 1932, and supplemental order dated January 18, 1932.

By order of the Commission:

R. O. SELF,

This 7th day of April, 1932.

Clerk.

Item 1.

MAXIMUM FREIGHT RATES

ON

PETROLEUM AND PETROLEUM PRODUCTS, INCLUDING COMPOUND
OILS OR GREASES HAVING A PETROLEUM BASE, AND
BLENDED GASOLINES

(See Notes 1, 2 and 3, page 2)

Absorption oil	Gasoline, casing head	Putty oil
Belt oil	Gasoline, N. O. I. B. N.	Refined oil distillate
Benzine	in Southern Classi-	Refined oil, illuminat-
Blended Gasolines	fication	ing, or burning
(See Note 3)	Miners' oil stock	Soap oil
Compression oil	Harness oil	Tanners oil
Cordage oil	Leather oil	Tobacco oil
Crude oil (see note 4)	Miners' oil	Transformer oil
Floor oil	Naphtha	Wool oil, or Oil, N. O.
Fuel oil (see note 4)	Naphtha distillate	I. B. N. in Southern
Gas oil (see note 4)	Neatsfoot oil	Classification.

In glass or earthenware, packed in barrels or boxes; in metal cans, partially or completely jacketed; in metal cans in boxes or in bulk in barrels; carload, minimum weight 26,000 pounds, subject to Rule 34 of Southern Classification. In tank cars, carload, estimated weight per gallon 6.6 pounds, subject to Rule 35 of Southern Classification.

Benzol (benzene) in metal cans in boxes or in bulk in barrels, carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Benzol-mixed-with-gasoline (mixture of benzol and gasoline) in iron or steel drums and iron or steel barrels, minimum carload weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Gas, liquefied petroleum, having a vapor pressure exceeding 40 pounds per square inch, absolute (Reid method), at 100 degrees F., March to October, inclusive, or exceeding 45 pounds per square inch, absolute (Reid method), at 100 degrees F., November to February, inclusive, carloads, in tank cars of the type prescribed by the Interstate Commerce Commission (see B. W. Dunn Tariff 2, I. C. C. 2), subject to Rule 35 of Southern Classification, and an estimated weight of 6.6 pounds per gallon.

Gas, liquefied petroleum, having a vapor pressure exceeding 40 pounds per square inch, absolute (Reid method) at 100 degrees F., March to October, inclusive, or exceeding 45 pounds per square inch, absolute (Reid method) at 100 degrees F., November to February, inclusive, in steel cylinders complying with the Interstate Commerce Commission's shipping container specifications (see B. W. Dunn Tariff 2, I. C. C. 2), carloads, minimum weight 60,000 pounds.

Gas, liquefied petroleum, with gas pressure not over 23 pounds per square inch at 70 degrees F., nor over 70 pounds per square inch at 130 degrees F., in steel drums of the type prescribed by the Interstate Commerce Commission (see B. W. Dunn Tariff 2, I. C. C. 2), carloads, minimum weight 60,000 pounds.

Grease axle; Grease, N. O. I. B. N., in Southern Classification: In metal cans in crates; in wooden pails or tubs; in kits or iron or steel pails or in barrels or boxes; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Grease, lubricating, other than axle grease: In metal tubes in barrels or boxes; in metal cans in crates; in wooden pails or tubs; in kits or iron or steel pails or in barrels or boxes; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Grease, petroleum lubricating, combined with wool waste, in straight carloads or in mixed carloads with grease petroleum lubricating, minimum weight 30,000 lbs.

Lubricating oil, in glass or earthenware, packed in barrels or boxes, in metal cans, partially or completely jacketed; in metal cans in crates or boxes or in bulk in barrels; carload, minimum weight 26,000 pounds, subject to Rule 34 of Southern Classification. In tank cars, carload, estimated

weight per gallon 6.6 pounds, subject to Rule 35 of Southern Classification.

Paraffine wax, in bags, barrels or boxes or in bulk; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Petrolatum or petrolatum preparations, including cosmoline, densoline, litholine, petroleum jelly, petrolina or vaseline (see Note 2 below): In glass or earthenware, packed in barrels or boxes; in metal tubes in barrels or boxes; in metal cans in barrels, boxes or crates; in wooden pails or tubs; in kits or iron or steel pails or in bulk in barrels; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Petroleum or petroleum products, including compounded oils or greases having a petroleum base (see Notes 1 and 2 below) shipped in storage tanks: When the contents of storage tank equal or exceed one-third (1-3) of tank's capacity in gallons, the rating provided for oil of the same kind in barrels shall apply, actual weight of the oil and tank to be charged for, carload, minimum weight 30,000 pounds, subject to Rule 34 of Southern Classification. When the contents do not equal one-third (1-3) of tank's capacity, the shipment will be treated as a combination article (see Rule 18 of Southern Classification).

Wax, N. O. I. B. N., in Southern Classification, in bags, barrels or boxes; carload, minimum weight 30,000 pounds: In tank cars, carload, subject to Rule 35 of Southern Classification.

Wax tailings, in barrels, carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

NOTE 1. The term "having a petroleum base," as used in this item, means the principal ingredient of such compounded oils or greases must be petroleum.

NOTE 2. Petroleum oil, N. O. I. B. N. in Southern Classification, petrolatum or petrolatum preparations, prepared and represented as a remedy, medicine or lubricant for the human body, will be rated under the specification for medicines, N. O. I. B. N. in Southern Classification.

NOTE 3. The term "blended gasolines" as used in this item covers motor fuels containing fifty per cent or more of gasoline.

NOTE 4. Applies only in mixed carloads with one or more articles named in this item. For rates on crude, fuel and gas oils, see Item 2.

Item 2.

Rates on Crude petroleum oil, fuel oil (petroleum) and gas oil (petroleum), in bulk in barrels, straight or mixed carloads, minimum weight 40,000 pounds, or in tank cars, carload, estimated weight per gallon 7.4 pounds, subject to Rule 35 of Southern Classification, shall be 80 per cent of the rates shown in Item 1. Fractions of three-fourths of a cent, or over, shall be computed as one cent and fractions less than three-fourths, but not less than one-fourth of a cent, shall be computed as half cent. Fractions of less than one-fourth of a cent, shall be dropped.

RATES ON PETROLEUM AND PETROLEUM PRODUCTS, C. L., AS DESCRIBED IN ITEM I.

Rates are in cents per hundred pounds

SCALE "A".

Miles	Rate	Miles	Rate
1 through 5.....	10	181 through 190.....	32
6 through 10.....	11	191 through 200.....	33
11 through 15.....	12	201 through 210.....	33
16 through 20.....	13	211 through 220.....	34
21 through 25.....	14	221 through 230.....	34
26 through 30.....	15	231 through 240.....	35
31 through 35.....	16	241 through 260.....	36
36 through 40.....	17	261 through 280.....	37
41 through 45.....	18	281 through 300.....	38
46 through 50.....	18	301 through 320.....	39
51 through 55.....	19	321 through 340.....	40
56 through 60.....	20	341 through 360.....	41
61 through 65.....	20	361 through 380.....	42
66 through 70.....	21	381 through 400.....	42
71 through 75.....	22	401 through 420.....	43
76 through 80.....	22	421 through 440.....	44
81 through 85.....	23	441 through 460.....	44
86 through 90.....	24	461 through 480.....	45
91 through 95.....	24	481 through 500.....	46
96 through 100.....	25	501 through 520.....	47
101 through 110.....	26	521 through 540.....	47
111 through 120.....	27	541 through 560.....	48
121 through 130.....	28	561 through 580.....	49
131 through 140.....	28	581 through 600.....	50
141 through 150.....	29	601 through 620.....	51
151 through 160.....	30	621 through 640.....	52
161 through 170.....	31	641 through 660.....	53
171 through 180.....	31	661 through 680.....	54

SCALE "B"

Rates over routes made up in whole or in part of the lines of the Norfolk Southern Railroad (See Group C of Circular No. 352), an arbitrary equal to 20 per cent of the rates in Scale "A" may be added for that portion of the haul over the Norfolk Southern Railroad, subject to a maximum arbitrary of 6 cents per 100 pounds, which arbitrary shall accrue solely to the Norfolk Southern.

SCALE "C"

Rates over short or weak lines listed in Group D of Circular No. 352 shall be made by adding an arbitrary of six (6) cents per 100 pounds to the rates in Scale "A," which arbitrary shall accrue solely to said short or weak lines.

Carriers may, in the publication of these rates, adopt the same system of grouping points as used in the publication of interstate rates on petroleum and petroleum products.

By order of the Commission:

Issued April 7, 1932.

Effective May 1, 1932.

Circular No. 351.

Docket No. 7249.

R. O. SELF,
Clerk.

Aberdeen & Rockfish Railroad Company to the Commission. Application for authority to discontinue non-agency stations and remove side tracks at: Endon Junction, Sandhill Orchard Siding, Pates Siding and McInnis Siding. Granted. No. 7345.

Atlantic and Western Railway Company to the Commission. Application for authority to make Mamers non-agency prepay station. Granted. No. 6988.

Atlantic and Western Railway Company to the Commission. Application for authority to make Jonesboro non-agency station. Granted. No. 7284.

Atlantic and Yadkin Railway Company to the Commission. Application for authority to close telegraph office at Pinnacle. Granted. No. 6996.

Atlantic and Yadkin Railway Company to the Commission. Application for discontinuance of passenger service, making strictly freight handled line. Certified to Superior Court of Guilford County. No. 7059.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue agency at Clarendon and make same prepay station. Denied. No. 6942.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to make Jonesboro prepay station. Granted. No. 6953.

Atlantic Coast Line Railroad Company to the Commission. Proposed change in schedule in train No. 89. Granted. No. 6958.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue operation of local trains Nos. 33 and 34 running between Richmond, Va., and Fayetteville, N. C. Granted. No. 6961.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Folkstone. Granted. No. 6969.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to withdraw flag stops at: Patterson, McNatts, and Floral College for trains Nos. 64 and 65. Granted. No. 6990.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Pactolus, and make same prepay station. Granted. No. 7026.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Buie, and make same prepay station. Granted. No. 7029.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Autryville, and make same prepay station. Granted. No. 7034.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Currie, making same prepay agency. Granted. No. 7036.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue agency at Garysburg, making same prepay station. Granted. No. 7040.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue trains Nos. 64 and 65, between Tarboro and Rocky Mount. Granted. No. 7065.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue agency at Drum Hill, and make same prepay station. Granted. No. 7082.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue agency at Evergreen. Granted. No. 7089.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Pleasant Hill. Granted. No. 7096.

Atlantic Coast Line Railroad Company and Seaboard Air Line Railroad Company to the Commission. Application for authority to discontinue agency at Proctorville, and make same prepay agency. Granted. No. 7147.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue agency at Micro. Granted. No. 7175.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue agency at Godwin. Granted. No. 7185.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Eure. Granted. No. 7228.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to close agency at Edward. Granted. No. 7238.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue agency at Spring Hill. Granted. No. 7290.

Atlantic Coast Line Railroad Company to the Commission. Application for authority to discontinue trains Nos. 50 and 51, between Florence, S. C., and Wilmington, N. C. Approved. No. 7330.

Clinchfield Railroad Company to the Commission. Application for authority to discontinue agency at Green Mountain. Continued indefinitely. No. 7208.

Clinchfield Railroad Company to the Commission. Application for authority to discontinue agency at Kona. Granted. No. 7209.

Carolina and Northwestern Railway Company to the Commission. Application for authority to discontinue Sunday passenger trains Nos. 1 and 2 in the State. Granted. No. 7066.

Carolina and Northwestern Railway Company to the Commission. Application for change in service of passenger trains Nos. 1 and 2, between Chester, S. C., and Lenoir, N. C. Granted. No. 7259.

Durham and Southern Railway Company to the Commission. Application for authority to discontinue agency at Carpenter and Holly Springs, making same prepay stations with caretakers. Granted. No. 7011.

Louisville and Nashville Railroad Company to the Commission. Application for authority to discontinue trains 7-106 and 101-8, between Murphy, N. C., and Knoxville, Tenn. Granted. No. 6967.

Louisville and Nashville Railroad Company to the Commission. Application for authority to discontinue trains Nos. 102, 103, 104 and 105, between Blue Ridge and Murphy. Granted. No. 7288.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Steeds, and make same prepay station. Granted. No. 6933.

Norfolk Southern Railroad Company to the Commission. Application for authority to discontinue trains Nos. 7 and 10, between Goldsboro and Beaufort. Certified to Clerk Superior Court of Wayne County, May, 1931. Substitute petition filed later and order issued. No. 6984.

Norfolk Southern Railroad Company to the Commission. Application for authority to discontinue handling passengers on mixed train between Duncan and Durham. Granted. No. 7008.

Norfolk Southern Railroad Company to the Commission. Application for authority to discontinue agency at Wildwood, making same prepay station. Granted. No. 7045.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Ryland, making same prepay station. Granted. No. 7272.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Trotville, making same prepay station. Granted. No. 7073.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Travis, making same prepay station. Granted. No. 7074.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Wardville, making same prepay station. Granted. No. 7075.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Hobbsville and make same prepay station. Granted. No. 7137.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Ether, making same prepay station. Granted. No. 7153.

Norfolk Southern Railroad Company to the Commission. Application for authorized to close agency at Bunnlevel, making same prepay station. Granted. No. 7183.

Norfolk Southern Railroad Company to the Commission. Application for authority to close station at Belcross, making same prepay station. Granted. No. 7189.

Norfolk Southern Railroad Company to the Commission. Application for authority to abandon telegraph service at Jackson Springs. Granted. No. 7212.

Norfolk Southern Railroad Company to the Commission. Application for authority to abandon telegraph service at Linden and Kipling. Granted. No. 7222.

Norfolk Southern Railroad Company to the Commission. Application for authority to close agency at Simms. Granted. No. 7236.

Norfolk Southern Railroad Company to the Commission. Application for authority to discontinue Pullman service on night train between Norfolk and Raleigh and New Bern. Granted. No. 7240.

Norfolk Southern Railroad Company to the Commission. Application for authority to close telegraph office at Center Hill. Granted. No. 7256.

Norfolk Southern Railroad Company to the Commission. Application for authority to close station at Willow Springs. Granted. No. 7266.

Norfolk Southern Railroad Company to the Commission. Application for authority to abandon telegraph station at Eagle Springs. Granted. No. 7280.

Norfolk Southern Railroad Company to the Commission. Application for authority to close telegraph office at Fieldsboro. Granted. No. 7281.

Norfolk Southern Railroad Company to the Commission. Application for authority to close station at Simpson, making same prepay station. Granted. No. 7304.

Dr. J. E. Shepard v. Norfolk Southern Railroad Company. Accident at crossing six miles out of Washington, N. C. Dismissed. No. 7057.

Citizens of Snowden v. Norfolk Southern Railroad Company. Petition for caretaker at station. Granted. No. 7161.

Citizens of Greenville and Pitt County v. Norfolk Southern Railroad Company. Petition asking that grade crossing on Highways Nos. 11 and 91 be changed to underpass. Dismissed. No. 7293.

Seaboard Air Line Railway Company to the Commission. Application for change in train service—Caroleen Sub-division. Granted. No. 6946.

Seaboard Air Line Railway Company to the Commission. Application for authority to discontinue Allenton, a seasonal agency. Granted. No. 6950.

Seaboard Air Line Railway Company to the Commission. Application to discontinue stops of trains Nos. 3 and 4 at Meredith College, Jordans, Bonsal, Olives and Osgood.

Also to stop for receiving or discharging parcel post and passengers to and from Raleigh and Hamlet and beyond: Method, Niagara, Lemon Springs, Manly, Pine Bluff, Addor, Cognac, Merry Oaks, Colon, and Marston. Granted. No. 6952.

Seaboard Air Line Railway Company to the Commission. Application for authority to change schedule of train No. 13. Granted. No. 6968.

Seaboard Air Line Railway Company to the Commission. Application for authority to close agency at Paschall. Granted. No. 6970.

Seaboard Air Line Railway Company to the Commission. Application for authority to discontinue agency at Roanoke Rapids. Granted. No. 6999.

Seaboard Air Line Railway Company to the Commission. Application for authority to discontinue agency at Thelma. Granted. No. 7027.

Seaboard Air Line Railway Company to the Commission. Proposed change in schedules of trains Nos. 23 and 24, between Boykins and Lewiston. Approved. No. 7033.

Seaboard Air Line Railway Company to the Commission. Application for authority to close agency at Vaughan, making same prepay station. Withdrawn. No. 7044.

Seaboard Air Line Railway Company to the Commission. Application for authority to make change in schedule of mixed trains between Franklinton and Louisburg. Granted. No. 7052.

Seaboard Air Line Railway Company to the Commission. Application for authority to make change in train service between Hamlet and Charlotte. Granted. No. 7053.

Seaboard Air Line Railway Company to the Commission. Application for authority to make change in schedule and to discontinue certain trains between Durham and Oxford. Granted. No. 7060.

Seaboard Air Line Railway Company to the Commission. Application for permission to use own station for passenger business instead of station of Atlantic Coast Line Railroad at Wilmington. Granted. No. 7061.

Seaboard Air Line Railway Company to the Commission. Application for authority to discontinue agency at Osborne. Granted. No. 7062.

Seaboard Air Line Railway Company to the Commission. Application for authority to make change in schedule of trains Nos. 5 and 6. Granted. No. 7067.

Seaboard Air Line Railway Company to the Commission. Application for authority to make change in schedules of trains Nos. 6, 12, 21, 3, 11, 107 and 207. Granted. No. 7090.

Seaboard Air Line Railway Company to the Commission. Application for authority to remove and abandon depot building at Merry Oaks. Granted. No. 7099.

Seaboard Air Line Railway Company to the Commission. Application for authority to remove and abandon depot building at Merry Oaks. Granted. No. 7104.

Seaboard Air Line Railway to the Commission. Application for authority to consolidate agencies at Kelford and Roxobel. Granted. No. 7112.

Seaboard Air Line Railway to the Commission. Application for authority to remove building at Pine Bluff. Granted. No. 7115.

Seaboard Air Line Railway to the Commission. Application for authority to abandon station building at Stubbs. Granted. No. 7122.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove station building at Cognac. Granted. No. 7125.

Seaboard Air Line Railway to the Commission. Application for authority to abandon station building at Lake View. Granted. No. 7126.

Seaboard Air Line Railway to the Commission. Change in schedule of freight and express service on Lewiston Branch. Approved. No. 7130.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove station building at Rosindale. Granted. No. 7150.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove station building at East Arcadia. Granted. No. 7162.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove freight shed at Homestead. Granted. No. 7168.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove depot at Armour. Granted. No. 7173.

Seaboard Air Line Railway to the Commission. Application for authority to make agency at Ridgeway a seasonal one. Withdrawn. No. 7187.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove old station building at Old Hundred. Granted. No. 7194.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove station building at Eastbrook. No. 7200.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove station building at Osborne, substituting therefor small covered platform. Granted. No. 7201.

Seaboard Air Line Railway to the Commission. Application for authority to abandon and remove station building at Indian Trail. Granted. No. 7204.

Seaboard Air Line Railway to the Commission. Application for authority to consolidate agencies at Potecasi and Woodland. Granted. No. 7262.

Seaboard Air Line Railway to the Commission. Application for authority to discontinue telegraph service at: Kittrell, Lemon Springs, Pee Dee, Polkton, Potecasi, Ridgeway, Vaughan, Macon and Youngsville. Granted as to all stations except Youngsville. No. 7267.

Seaboard Air Line Railway to the Commission. Application for authority to consolidate trains, and to handle parcel post between Norlina and Hamlet by truck. Granted. No. 7269.

Seaboard Air Line Railway to the Commission. Application for authority to discontinue trains Nos. 231 and 234. Granted. No. 7292.

Seaboard Air Line Railway to the Commission. Application for authority to discontinue use of Carolina and Northwestern passenger station facilities at Lincolnton and use own facilities. Granted. No. 7321.

Seaboard Air Line Railway to the Commission. Application for authority to make No. 21 mixed train between Monroe and Charlotte Yard and to change schedule. Granted. No. 7326.

Seaboard Air Line Railway to the Commission. Application for motor vehicle franchise over Highway No. 20, between Monroe and Hamlet. Certified to Superior Court of Wake County, August, 1932. No. 7339.

Seaboard Air Line Railway to the Commission. Application for authority to dismantle station buildings and substitute in lieu thereof shed at: Clay, Hester and Tar River. Granted. No. 7350.

Kiwanis Club of Roanoke Rapids v. Seaboard Air Line Railway Company. Petition to change name of station at Roanoke Junction to Roanoke Rapids. Granted. No. 7079.

Dr. J. E. Thomas v. Seaboard Air Line Railway. Complaint of parcel post service at Waxhaw. Adjusted. No. 7128.

Southern Railway Company to the Commission. Application for authority to make Penrose and Cherryfield non-agency stations. Granted as to Cherryfield. No. 6755.

Southern Railway Company to the Commission. Application for authority to make Eufola a non-agency station; also application to make Nebo non-agency station. Granted as to Eufola. No. 6906.

Southern Railway System to the Commission. Application for authority to close agency at Gilkey, making same prepay station. Granted. No. 6939.

Southern Railway System to the Commission. Application for authority to make Horse Shoe non-agency station. Granted. No. 6941.

Southern Railway Company to the Commission. Application for authority to discontinue Thermal City as agency station, making same prepay. Granted. No. 6944.

Southern Railway System to the Commission. Application for authority to make change in schedule of No. 11 at Asheville. Granted. No. 6957.

Southern Railway System v. V. L. Hunter and Southern Public Utility Company. Complaint of telephone wire crossing near Mile Post 005 at Derita. Dismissed. No. 6962.

Southern Railway System to the Commission. Application for authority to discontinue operation of trains Nos. 1 and 2, between Asheville, N. C. and Spartanburg, S. C. Granted. No. 7004.

Southern Railway System to the Commission. Application for authority to close agency at Mooresboro. Granted. No. 7043.

Southern Railway System to the Commission. Application for authority to discontinue sleeping car on trains 8-112 eastbound and 111-1 westbound. Granted. No. 7058.

Southern Railway System to the Commission. Application for authority to discontinue operation of trains Nos. 16 and 13, between Raleigh and Goldsboro. Granted. No. 7068.

Southern Railway System to the Commission. Application for authority to discontinue mixed freight and passenger trains Nos. 5 and 6, between Cunningham and Blanche. Granted. No. 7077.

Southern Railway System to the Commission. Change in schedule of various trains filed and approved. No. 7088.

Southern Railway System to the Commission. Application for authority to discontinue trains Nos. 1 and 2, between Spartanburg, S. C., and Asheville. Granted. No. 7113.

Southern Railway System to the Commission. Application for authority to make Claremont non-agency station. Granted. No. 7121.

Southern Railway System to the Commission. Application for authority to make Arden prepay station. Withdrawn. No. 7163.

Southern Railway System to the Commission. Application for authority to make change in service of mixed trains Nos. 5 and 6, operating between Hendersonville and Lake Toxaway. Granted. No. 7205.

Southern Railway System to the Commission. Application for authority to close agency at Patterson Springs. Granted. No. 7211.

Southern Railway System to the Commission. Application for authority to discontinue operation of trains Nos. 12 and 15 on Sundays, between Charlotte and Taylorsville. Granted. No. 7232.

Southern Railway System to the Commission. Application for authority to discontinue agency at Union Mills. Withdrawn. No. 7258.

Southern Railway System to the Commission. Application for authority to discontinue agency at Burch. Granted. No. 7261.

Southern Railway System to the Commission. Application for authority to discontinue telegraph service at Graham. Granted. No. 7285.

Southern Railway System to the Commission. Application for authority to discontinue telegraph service at Earl. Granted. No. 7336.

Southern Railway System to the Commission. Application for authority to discontinue trains Nos. 1 and 2, between Asheville and Spartanburg. Granted. No. 7344.

Citizens of Clyde v. Southern Railway Company. Petition to have depot at Clyde open on Sundays. Dismissed. No. 6838.

Paul B. Eaton v. Southern Railway Company. Complaint of freight train blocking highway. Adjusted. No. 6965.

Shippers of Dewey Siding v. Southern Railway Company. Complaint as to abandonment of siding. Dismissed. No. 7056.

Citizens of Morrisville v. Southern Railway Company and Western Union Telegraph Company. Complaint of discontinuance of telegraphic service. Adjusted. No. 7198.

John L. Rendlemen, Sr. v. Southern Railway Company. Protest as to bridge on North Ellis Street, Salisbury. Dismissed as not within jurisdiction of Commission. No. 7335.

Tallulah Falls Railway Company to the Commission. Application for authority to close agency at Otto, making same prepay station. Granted. No. 7311.

Citizens of Haywood County v. Tennessee and North Carolina Railroad Company. Complaint of removal of tracks from Mount Sterling, N. C., to Tennessee State Line. Dismissed. No. 7051.

Townsville Railroad Company to the Commission. Application for authority to discontinue agencies at Townsville and Drewry. Granted. No. 6989.

Winston-Salem Southbound Railway Company to the Commission. Application for authority to discontinue service on Badin Branch. Granted. No. 7055.

Winston-Salem Southbound Railway Company to the Commission. Application for authority to discontinue agencies at Ansonville and Southmont. Withdrawn. No. 7272.

Claims Handled by the Rate Department

(July 1, 1930, to June 30, 1932)

Atlantic Coast Line Railroad, application to make reparation on shipment of resinous wood moving from Rosiers, N. C. to Fayetteville, N. C. on way-bill 25383, December 11, 1928. Rate assessed 15 cents per 100 pounds; rate desired protected, 5 cents per 100 pounds. Application approved October 19, 1931.

Atlas Plywood Corporation, Goldsboro, N. C., claim against the Atlantic Coast Line Railroad in amount of \$25.00 alleged overcharge account excessive assessment of demurrage. Claim upheld.

Atlantic Coast Line Railroad, application to make reparation on shipment of ammoniacal liquor in car PBCX-525, from Greensboro, N. C. on bill of lading dated January 13, 1928, covered by A. C. L. Wilmington freight bill dated January 16, 1928; rate assessed 36½ cents per 100 pounds; rate desired protected \$3.05 per ton of 2,000 pounds, a difference of \$4.25 per net ton. Application approved October 28, 1930.

Budd-Piper Roofing Company, Durham, N. C. Damage Claim against High Point, Thomasville and Denton Railroad in amount of \$446.78 covering carload of slate from Poultney, Vermont, March 11, 1930, destined High Point, N. C. part of which contents arrived destination in broken condition. Claimant advised our Commission without jurisdiction.

Chattanooga Manufacturers Association, Chattanooga, Tenn., overcharge in amount of \$9.46 on carload of steel columns shipped from Charlotte, N. C. to Pinoca, N. C. on June 18, 1929. Claim approved.

Atlantic Coast Line Railroad Company application to award reparation to Cobb-Gwynn Tobacco Company on nine shipments of leaf tobacco, in sheets, moving from Whiteville, N. C. to Fairmont, N. C. during the period from September 25, 1928 to October 6, 1928. Rate of 22½ cents per 100 pounds

assessed. Reparation sought on basis of 20 cents per 100 pounds, difference 2½ cents per hundred pounds. Application approved January 20, 1931.

R. S. Cooper, Greensboro, N. C. overcharge in amount of \$186.66 on ten cars of logs moving from Robbinsville, N. C. to High Point, N. C. between August 7, 1929 and November 19, 1929. Claim paid.

Atlantic Marble and Tile Company, Charlotte, N. C., through Charlotte Shippers and Manufacturers Association, Charlotte, N. C. claim in amount of \$9.45 representing overcharge on shipment of stone in bags from Lenoir, N. C. July 1, 1929 in car S. A. L. 94468. Order issued requiring refund.

Carolina Shale Brick Company, Norwood, N. C., through Charlotte Shippers and Manufacturers Association, Charlotte, N. C. claim in amount of \$9.62 representing overcharge on shipment of common brick from Norwood, N. C. to Ellerbe, N. C., October 24, 1930, car MP 93262. Denied.

Consolidated Traffic Service, Wilmington, N. C., claim in amount of \$4.69 overcharge on logs, carload from Councils, N. C. to Wilmington, N. C. during latter part of 1929 and early part of 1930. Claim paid August 4, 1931.

Atlantic Coast Line Railroad Company, application to waive undercharge in amount of \$34.70 on one car of common brick from Grant Brick Works, Weldon, N. C., December 18, 1929, S. A. L. No. 96312 and one car common brick to Tarboro, N. C., March 14, 1930, in S. A. L. No. 96601. Application approved November 17, 1930.

Complaint of Harman and deRondeau, Crimora Roller Mills, Crimora, Va. against failure of the Townsville Railroad to render certain services and advices in connection with order notify shipments destined to points on that line. Complaint disposed of satisfactorily.

Hanes Dye and Finishing Company, claim of and application of Winston-Salem Southbound Railway Company to refund overcharge in amount of \$28.08 on shipment of Muriatic Acid from Charlotte to Winston-Salem, N. C. June 12, account intrastate rate exceeding rate to more distant interstate point. Approved August 23, 1930.

Application of Norfolk Southern Railroad to waive undercharge on shipment of steam boilers from Plymouth, N. C. to Belhaven, N. C. in June, 1930. Rate collected 17 cents per 100 pounds, rate increased June 10, 1930 to 24 cents, per 100 pounds, difference 7 cents per 100 pounds. Application approved March 24, 1931.

Rev. N. Collin Hughes, Chapel Hill, N. C. complaint against Southeastern Express Company for charging additional 25 cents to deliver trunk to a location on the second floor of his residence. Justified.

Southern Railway Company, application to refund to International Shoe Company \$231.85 on 35 cars of bark from A. G. Snow, Doughton, N. C.; 4 cars from Currans, N. C. and three cars from Parks, N. C. destined North Wilkesboro, N. C. representing difference between through rate and rate constructed by use of local factors to and from Elkin. Application approved March 4, 1931.

Southern Railway Company, application to refund to the International Shoe Company \$158.15 on 31 cars of bark shipped by W. G. Simmons, Thurmond, N. C. to North Wilkesboro, N. C. representing difference between charges resulting from application of through rate and rate constructed

by use of local factors combined to and from Elkin. Application approved March 4, 1931.

Interstate Traffic Company, Washington, D. C. claim alleging overcharge on A. C. L-35835, potatoes moving from Pikeville, N. C. to Asheville, N. C. June 12, 1930 shipped by Vail Brothers, consigned to Ned Wheeler Brokerage Company. Rate charged 52 cents per 100 pounds. Claim settled on basis of 45 cents per 100 pounds, a difference of 7 cents per 100 pounds.

Interstate Traffic Adjustment Company, Norfolk, Virginia, claim in amount of \$5.24 representing overcharge on shipment of one carload of thin lumber from Monroe Park, N. C. to High Point, N. C. Paid July 25, 1930.

Mt. Gilead Brick Company, Mount Gilead, N. C., claim in amount of \$7.02 representing overcharge account variance in carload minimum weight. Denied.

Merchants Produce Company, Hickory, N. C., through Charlotte Shippers and Manufacturers Association, Charlotte, N. C. alleging overcharge on car potatoes from Royal, N. C. to Hickory, N. C. Rate assessed 54 cents. Claim settled on basis rate 45 cents per hundred pounds, a difference of 9 cents per hundred pounds.

Atlantic and Yadkin Railway Company, application to award reparation to Piedmont Hardware Company in amount of \$1.44 on shipment of Stoves and Stove Parts from Greensboro, N. C. to King, N. C., said amount being error in publication of correct rate. Application approved June 22, 1931.

Norfolk Southern Railroad Company, application to waive undercharge in amount of \$16.44, representing error on part of applicant in quoting legal rate on two carload shipments of corn from Pugh Grocery Company, New Bern, N. C. to Durham, N. C. Denied.

Atlantic Coast Line Railroad Company, application to award reparation to Raleigh Granite Company on shipments of crushed stone, carloads, moving from Lassiter, N. C. to Nashville, Rocky Mount, Enfield, Farmville, Lumberton, Southern Pines, Hobbsville and Stokes, N. C. during period of February, 1928 through October, 1930 account error in publication of distances. Amount \$850.41. Application approved April 13, 1931.

Robeson Manufacturing Company, Lumberton, N. C., through Carolina Traffic Service, Monroe, N. C. claim against the Seaboard Air Line Railway in amount of \$130.00 representing overcharges on shipments of fertilizer, carloads from Lumberton, N. C. to Harnett, N. C., January 3, 1927. Paid January 30, 1930.

Robeson Manufacturing Company, Lumberton, N. C., through Carolina Traffic Service, Monroe, N. C. claims in amount of \$51.09 representing excessive charges on fertilizer materials from Lumberton, N. C. to Roseboro, McMillan's Siding, and St. Paul, N. C. via the Virginia and Carolina Southern Railroad during January, 1927. Claims paid April, 1930.

Louisville and Nashville Railroad Company, application to award reparation in amount of \$75.23 on 252 bags of talc from Kinsey, N. C. to Biltmore, N. C., April 26, 1930, shipped by the Notla Talc Company, consigned to Sayles Biltmore Bleacheries. Application approved September 30, 1930.

Aberdeen and Rockfish Railroad Company application to award reparation on 24 bales of cotton shipped from Fayetteville, N. C. to Wilmington, N. C.,

September 6, 1930, account Alexander Sprunt and Sons, in amount of \$18.15. Application approved November 3, 1930.

Star Fish Company, Charlotte, N. C. seeking reparation on car of fresh fish from Elizabeth City, N. C. to Charlotte, N. C., November, 1930. Rate assessed 58 cents per 100 pounds. Rate established and authorized protected 45 cents per 100 pounds, difference of 13 cents per 100 pounds. Claim paid February, 1931.

Carolina and Northwestern Railway Company application to award reparation to Swift and Company, Gastonia, N. C. on five cars of crude cottonseed oil, from Newton, N. C. to Charlotte, N. C. during October, November and December, 1930. Rate assessed 20 cents per hundred pounds. Rate of 17 cents authorized on January 24, 1931, protected on three cars moving subsequent to November 1, 1930.

E. F. Taylor, Goldsboro, N. C., claim in amount of \$117.73 and \$62.22 representing breakage of tile moving from Sanford to Goldsboro, N. C. No jurisdiction.

Western Carolina Lumber and Timber Association, Asheville, N. C., claim in amount of \$6.26 representing overcharge on one car of lumber from Robbinsville, N. C. to Ramseur, N. C. Paid March 5, 1931.

W. G. Womble, Raleigh, N. C. refund of unused portion of passenger ticket from Birmingham, Ala. to Raleigh, N. C. amount \$21.19, December, 1930. Refund made January, 1931.

Barnhardt Manufacturing Company, Charlotte, N. C., overcharge in amount of \$9.80 covering one carload of machinery, Southern 14544, shipped from Graham, N. C., March 16, 1929, to Charlotte, N. C. Paid March 22, 1932.

F. M. Bond, Mackeys, N. C. overcharge in amount of \$5.43 covering less carload shipment of coal tar from Wilmington, N. C., to Mackeys, N. C. in February, 1932. Claim paid in July, 1932.

Carolina Fireproofing Company, Norwood, N. C., overcharge of \$3.03 on car of brick and hollow building tile from Gulf, N. C. to Salisbury, N. C. Claim denied.

Hoke Oil and Fertilizer Company, Raeford, N. C. amount \$341.45, Cottonseed carload from various North Carolina points to Raeford, N. C. Denied.

Banks

Aydlett and Simpson, representing petitioner, to the Commission. Petition asking for hearing in the matter of Carolina Banking and Trust Company of Elizabeth City. Commission advised later hearing not requested. No. 6872.

IN RE: ASSESSMENT OF STOCKHOLDERS OF THE CITIZENS BANK,
WINDSOR, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Citizens Bank, Windsor, North Carolina, is necessary in order to discharge the liability to general creditors of said Citizens Bank, the Corporation Commission of

the State of North Carolina hereby levies an assessment against the stockholders of the Citizens Bank equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Citizens Bank on September 30, 1930, as shown by the audit on file in the Banking Department.

By order of the Commission:
This 9th day of December, 1930.

R. O. SELF,
Clerk.

IN RE: ASSESSMENT OF STOCKHOLDERS OF THE RALEIGH BANKING
AND TRUST COMPANY, RALEIGH, N. C.

ORDER

Under and by virtue of the authority contained in Subsection 13 of Section 218 (c), Consolidated Statutes, it appearing to the Corporation Commission that an assessment against the stockholders of the Raleigh Banking and Trust Company, Raleigh, North Carolina, is necessary in order to discharge the liability to general creditors of said Raleigh Banking and Trust Company, the Corporation Commission of the State of North Carolina hereby levies an assessment against the stockholders of the Raleigh Banking and Trust Company equal to the stock liability of each stockholder, the amount of stock owned by him by record of the said Raleigh Banking and Trust Company on September 15, 1930, as shown by the audit on file in the Banking Department.

By order of the Commission:
This 30th day of October, 1930.

R. O. SELF,
Clerk.

Blue Sky

Franklin Title and Mortgage Guaranty Company to the Commission. Application for registration of installment guaranteed first Mortgage certificates. Dismissed. No. 7003.

Bus Companies

IN RE: APPLICATION OF COY H. ANDERSON, FAYETTEVILLE, NORTH CAROLINA, FOR FRANCHISE CERTIFICATE TO COVER MOTOR VEHICLE PASSENGER OPERATION UNDER CHAPTER 136, PUBLIC LAWS OF 1927, AND AMENDMENTS, BETWEEN FAYETTEVILLE AND GOLDSBORO VIA. CLINTON, BEAMAN'S CROSS ROADS AND NEWTON GROVE, HIGHWAYS NOS. 24, 60 AND 102.

ORDER

This application was set for hearing by the Commission and hearing was held at ten o'clock a.m., Tuesday, April 26, 1932. The petitioner appeared and was also represented by counsel, and it appearing that there was no operation on the line for which application was made, it is

ORDERED, That the application be granted and franchise certificate be issued upon formal compliance with the requirements of the law and rules and regulations by the applicant.

By order of the Commission:
This 2d day of May, 1932.

R. O. SELF,
Clerk.

IN RE: APPLICATION OF LEE M. BARNARD FOR FRANCHISE TO OPERATE AS A MOTOR VEHICLE CARRIER BETWEEN THE TOWNS OF REIDSVILLE VIA CERTAIN COUNTY ROADS TO KERNERSVILLE, THENCE FROM KERNERSVILLE TO WINSTON-SALEM OVER HIGHWAY NO. 771.

ORDER

Hearing was held by the Commission on this petition at its office, in Raleigh, on May 19, 1931, and petitioner and the Camel City Coach Company, opposing the granting of the petition, were represented by attorneys. Evidence was presented by petitioner, but the evidence presented did not prove public convenience and necessity for the operation petitioned for, there being frequent service between Reidsville and Kernersville via Greensboro and frequent service between Kernersville and Winston-Salem. That part of the county roads over which petitioner proposed to operate is too thinly settled to support an operation; therefore, the petitioner would have to depend upon the passenger traffic between Reidsville and Kernersville and Kernersville and Winston-Salem to warrant such operation; and, since these towns are already apparently adequately served, it is

ORDERED, That the petition be, and it is hereby, dismissed.

By order of the Commission:
This 20th day of July, 1931.

R. O. SELF,
Clerk.

CAROLINA COACH COMPANY, PETITIONER v. QUEEN CITY COACH COMPANY, CAMEL CITY COACH COMPANY, CHARLOTTE-RALEIGH BUS LINE, INCORPORATED, AND W. M. MEEKS, RESPONDENTS.

ORDER

It appearing to the Commission from the motion and affidavit of L. A. Love, dated May 17, 1932, and filed with the Commission, together with a notice, dated May 9, 1932, addressed to the Carolina Coach Company, in which affidavit is set forth various reasons why it is necessary for the respondents to have access to various books and records listed in detail in said notice; and

Whereas, said respondents have requested that the Corporation Commission require the production of said books, records and data at the hearing on May 23, 1932; and

Whereas, the Commission is advised that the attorneys for the Carolina Coach Company desire to be heard in opposition to the production of said records, books, and data; and

Whereas, the Commission, on account of the absence of some of its members, is not now ready to hear arguments for and against the production of said books, records, and data; it is now, therefore,

ORDERED, That the Carolina Coach Company and its attorneys be, and they are hereby, directed to be prepared to produce at the hearing to be held on May 23, 1932, all such books, records, and data listed and called for in said notice, except the interline contracts referred to in Section 1 of said notice, at which time the Commission will then decide whether said books, records, and data are relevant to the determination of the matter before the Commission and will then hear arguments from the petitioner and the respondents as to the relevance and materiality of said records, books, and data.

By order of the Commission:
This 18th day of May, 1932.

R. O. SELF,
Clerk.

IN RE: FRANCHISE CERTIFICATE NO. 267, DIXIE MOTOR EXPRESS,
INCORPORATED, FREMONT, N. C.

ORDER

By virtue of the fact that Franchise Certificate No. 267, issued to Dixie Motor Express, Inc., on January 28, 1929, covering motor vehicle freight operation between Wilmington, North Carolina, and the North Carolina-Virginia State Line over Highway No. 40 and between Weldon, North Carolina, and the North Carolina-Virginia State Line, Highways Nos. 48 and 30, expired on January 28, 1932, and has not been renewed, and it appearing that it can not be renewed, it is

ORDERED, That the highways over which the said operation of Dixie Motor Express, Inc., was conducted are hereby declared vacant so far as this franchise is concerned.

By order of the Commission:
This May 4, 1932.

R. O. SELF,
Clerk.

IN RE: APPLICATION OF EAST COAST STAGES, INCORPORATED, FOR
TRANSFER TO IT OF FRANCHISE CERTIFICATE NO. 333, ISSUED
TO THE SAFETY TRANSIT COMPANY.

ORDER

Mr. H. Pierce Brawner, Vice President of East Coast Stages, Inc., appeared before the Commission at a hearing at 10 o'clock a.m., August 16, 1932, hearing upon the application of East Coast Stages having been duly set and notices of hearing having been served upon Union Trust Company of Maryland, Baltimore, Maryland; American Bank and Trust Company, Richmond, Virginia; Mr. Lewis C. Williams, Richmond, Virginia; and upon Mr. Brawner as vice president of The Safety Transit Company. The notice of hearing carried the information that application had been made for the transfer of Franchise Certificate No. 333, in the name of The Safety Transit Company, to East Coast Stages, to which the assets of The Safety Transit Company had been sold and transferred by court order in Baltimore, Maryland, on July 27, 1932, for delivery August 1, 1932, subject to the approval of the North Carolina Corporation Commission. No other appearances were

made by parties at interest. The following letter, dated August 8, 1932, from Mr. Francis B. Wiers, Assistant Secretary, Union Trust Company of Maryland, was read by the Commission's Clerk:

We enclose Corporation Commission of North Carolina Certificate No. 333 in the name of The Safety Transit Company and request that a new certificate be issued in the name of East Coast Stages, Inc., subject to all the existing liens from The Safety Transit Company.

We may add that the sale of the assets of The Safety Transit Company to the East Coast Stages, Inc., was passed by Decree of Court dated July 27, 1932.

When the new certificate has been issued, will you kindly return the same direct to the writer of this letter?

No appearance was made by the American Bank and Trust Company or by Mr. Lewis C. Williams, Trustees, both of Richmond, Virginia; therefore, it is

ORDERED, That the said Franchise Certificate No. 333, in the name of The Safety Transit Company, be transferred to East Coast Stages, Inc., and that a new certificate be issued bearing date of August 1, 1932, and forwarded to the Union Trust Company of Maryland, at Baltimore.

By order of the Commission:

R. O. SELF,

This 16th day of August, 1932.

Clerk.

IN RE: AMENDMENT OF FRANCHISE CERTIFICATE NO. 289 BY
ELIMINATION OF THE ROUTE FAYETTEVILLE TO KINSTON VIA
CLINTON, WARSAW AND KENANSVILLE, HIGHWAYS NOS. 24, 40
AND 11.

ORDER

This matter came on for hearing at 10 o'clock a.m., Tuesday, April 26, 1932. The franchise certificate holder, Safety Transit Company, not making appearance and service over the route Fayetteville to Kinston having been discontinued by the said certificate holder for an indefinite period, longer than that required by statute to warrant the cancellation of the authority to operate between Fayetteville and Kinston via Clinton, Warsaw and Kenansville, Highways Nos. 24, 40 and 11; it is

ORDERED, That Franchise Certificate No. 289 be, and it is hereby, amended, eliminating therefrom the route described thereon as Fayetteville to Kinston via. Clinton, Warsaw and Kenansville, Highways Nos. 24, 40 and 11.

By order of the Commission:

R. O. SELF,

This 2d day of May, 1932.

Clerk.

IN RE: GOLDEN BELT BUS LINE v. SAFETY TRANSIT COMPANY

ORDER

Safety Transit Company of Raleigh, North Carolina, filed application with the Commission for permission to transfer intrastate franchise certificates, granted for the transportation of passengers under Chapter 136, Public Laws of 1927, to The Safety Transit Company of Maryland, with offices and headquarters in Baltimore, subject to certain hypothecations which have been

made by Safety Transit Company of North Carolina, with certain financial institutions in Richmond, Virginia.

The Golden Belt Bus Line, which holds franchise between Durham and Henderson via. Oxford, leased its operation to Safety Transit Lines, Incorporated. Safety Transit Company of North Carolina, acquired the lease at Receiver's sale of Safety Transit Lines, Incorporated; and, prior to its expiration, surrendered it to the owner, the Golden Belt Bus Line, without exercising the option to buy, which was incorporated in the lease. The Golden Belt Bus Line, through its attorneys, now asks the Commission to refuse to grant the request of Safety Transit Company of North Carolina, to transfer its properties to The Safety Transit Company of Maryland.

The matter was heard on January 22, 1931, and the Commission having before it the question of the lease of Safety Transit Company of North Carolina, to The Safety Transit Company of Maryland, is of the opinion that the request of the Golden Belt Bus Line is a matter which the Commission does not have the authority at law to take in consideration in connection with the petition before it; therefore, it is

ORDERED, That the petition of the Golden Belt Bus Line be, and it is hereby, dismissed; and, it is

FURTHER ORDERED, That the lease of August 1, 1930, between Safety Transit Company of North Carolina, and The Safety Transit Company of Maryland, be approved, subject to the hypothecations hereinbefore referred to, and that the franchise certificates now held by Safety Transit Company of North Carolina, be transferred to The Safety Transit Company of Maryland.

By order of the Commission:

This 22d day of January, 1931.

R. O. SELF,

Clerk.

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 318, ISSUED TO HAWKINS MOTOR EXPRESS, R. L. HAWKINS, OWNER, NORTH WILKESBORO, N. C.

ORDER

Notice having been duly served upon R. L. Hawkins, holder of Franchise Certificate No. 318 in the name of Hawkins Motor Express, covering motor freight operation between Winston-Salem, North Carolina, and the North Carolina-Virginia State Line via Highways Nos. 65 and 70, to show cause to the Commission on or before May 13, 1932, why his franchise certificate should not be cancelled; and the said R. L. Hawkins having failed to appear and show cause; it is, now, therefore,

ORDERED, That Franchise Certificate No. 318 of Hawkins Motor Express, R. L. Hawkins, owner, be, and it is hereby, cancelled.

By order of the Commission:

This 25th day of May, 1932.

R. O. SELF,

Clerk.

IN RE: APPLICATION OF MORRIS PLAN BANK OF VIRGINIA, AT RICHMOND, VIRGINIA, FOR CANCELLATION OF AUTHORITY GRANTED BY THE NORTH CAROLINA CORPORATION COMMISSION ON APRIL 5, 1929, TO HENDERSONVILLE BUS COMPANY, J. M. BROOKS, OWNER, TO HYPOTHECATE ITS FRANCHISE CERTIFICATE NO. 266.

ORDER

At a meeting of the Corporation Commission, held August 18, 1931, a motion was made before it, and granted, to cancel the hypothecation authority issued by the Commission on April 5, 1929, authorizing the Hendersonville Bus Company to hypothecate its Franchise Certificate No. 266, dated February 1, 1929; therefore, it is

ORDERED, That the said hypothecation authority be, and it is hereby, cancelled pending hearing before the Commission at ten o'clock a.m., Wednesday, August 26, 1931, for the purpose of hearing the petitioner in this matter. Any and all other parties who may have an interest in the matter are hereby ordered to appear and be heard at that time. It is

FURTHER ORDERED, That a copy of this order be served upon the petitioner, the Morris Plan Bank of Virginia, Richmond, Virginia; the Hendersonville Bus Company, Hendersonville, N. C.; J. M. Brooks and C. E. Brooks, personally, both of Hendersonville, North Carolina.

By order of the Commission:
This 18th day of August, 1931.

R. O. SELF,
Clerk.

IN RE: PETITION OF HENDERSONVILLE BUS COMPANY, JOHN M. BROOKS, OWNER, FOR AUTHORITY TO HYPOTHECATE ITS FRANCHISE CERTIFICATE NO. 266 TO C. W. WIECKING.

ORDER

On August 18, 1931, this Commission issued an order, cancelling its authority issued under date of April 5, 1929, authorizing the Hendersonville Bus Company, John M. Brooks, owner, to hypothecate its Franchise Certificate No. 266, dated February 1, 1929; and, at the hearing held on August 26, 1931, made its order of August 18, 1931, permanent, with the provision that the parties whose interests were presented at the hearing on August twenty-sixth, viz.: Citizens National Bank of Hendersonville, North Carolina, and Morris Plan Bank of Virginia, Richmond, Virginia, work out some satisfactory method for protecting their individual interests.

Now comes John M. Brooks, owner of the Hendersonville Bus Company, presenting releases from D. A. Randleman, Receiver of the Citizens National Bank of Hendersonville, North Carolina, and from the Morris Plan Bank of Virginia, Richmond, Virginia from previous hypothecations; filing affidavit to the effect that there are no other outstanding encumbrances against the said Franchise Certificate No. 266; and asking that he be given authority to hypothecate said Franchise Certificate No. 266 to C. W. Wiecking

of Henderson County, North Carolina, to secure the payment of a note in the sum of \$21,500.00; therefore, it is

ORDERED, That the petition be granted.

R. O. SELF,

This 29th day of January, 1932.

Clerk.

IN THE MATTER OF APPLICATION OF HOPE VALLEY STAGES, INCORPORATED, FOR FRANCHISE CERTIFICATE, ETC.

ORDER

The petition in the above entitled cause came on to be heard before the Corporation Commission on March 18, 1932, and it appearing that bus service between Durham and Chapel Hill is at present adequate, that the service contemplated by petitioners promises no profit and is therefore hazardous, and that to grant a franchise to petitioners would most probably mean financial disaster to them as well as to greatly impair the franchise of the Carolina Coach Company, the present operator between these two points, without adding to the convenience of any great number of people; and it further appearing that the Carolina Coach Company can now serve the people sought to be served by petitioners without additional franchise rights it is, therefore,

ORDERED, That the petition be denied.

By order of the Commission:

R. O. SELF,

This April 1, 1932.

Clerk.

IN RE: LAFAYETTE TRANSIT COMPANY AND CAROLINA LINES, INCORPORATED, MOTOR VEHICLE PROPERTY CARRIERS.

ORDER

This case comes before the Commission at this time upon the motion of the Motor Vehicle Director to cancel the franchises of the carriers named above for irregular operations under their respective franchise certificates, for violating their approved tariffs, and for soliciting business on routes of other franchised operators.

Carolina Lines, Incorporated, began operation first as the Carolina Truck Transportation Company on November 25, 1925, and for a long time operated over the roads of Eastern North Carolina connecting with the inland waterway. It has recently moved headquarters from New Bern, North Carolina, to Norfolk, Virginia, where it is doing a large interstate operation without regard to destinations in this State. It claims that it was forced to move away because the boat line with which it had connections cancelled its contract and made a contract with the Lafayette Transit Company.

LaFayette Transit Company has been operating under franchise since July 18, 1928. On February 14, 1931, it made application to the Commission for the approval of a contract with a boat line plying on the inland waterway. The Commission heard the petition but refused to approve the contract; and, in addition to executing the contract, the LaFayette Transit

Company advertised in Eastern North Carolina newspapers for business other than that covered by the contract for transportation over other franchised lines and entirely away from its franchised route. LaFayette Transit Company admitted the foregoing facts and contended that it had the right under the Bus Law to carry commodities from any section of the State to any other point regardless of its franchise. The LaFayette Transit Company challenged the authority of the Commission to refuse to grant a franchise when application was made under the provisions of the statute in accordance with its requirements; and it further contended that the Commission had no authority to revoke its intrastate franchise certificate because of the character of service it has been operating off its franchise route.

The Commission is of the opinion that it has plenary power under the Bus Act to issue franchise certificates, to supervise operation thereunder, and to cancel any franchise certificate for cause, and so holds, relying upon powers and authority given it in Sections 2, 3, 7, 8 and 10 of Chapter 136, Public Laws of 1927, and amendments; therefore, it is

ORDERED, That, where a franchise carrier has the transportation of property upon contract or call, where either the origin or destination, or both, is not upon the carrier's franchised route and where in the performance of which there is no implied or specifically agreed repetition and it may be completely terminated by the use of one or more trucks, or trucks with trailers, leaving the place of load origin on a single date to place or places of destination, such contract or call trips may be performed under the authority of the second proviso of Section 2, Chapter 136, Public Laws of 1927, as amended; but, where there is implied, agreed, or actual repetition of trips of performance, regular or irregular, on different dates, contracts, or agreements, covering such operation shall be filed with the Commission for approval before effective and before performance begins to take place; and when, and if, any such contracts, or agreements, be approved, such carrier shall not be permitted to solicit any other business nor to perform any other transportation service on or over routes of other franchise carriers in connection therewith; provided, that such carriers may, when transporting commodities in one direction for milling, processing, or manufacturing, carry upon return the milled, processed, or manufactured product when the consignee is the original shipper; and it is

FURTHER ORDERED, That Franchise Certificate No. 279 of Carolina Lines, Incorporated, and Franchise Certificate No. 255 of LaFayette Transit Company be, and they are hereby, cancelled, effective March 1, 1932; they will, however, be reissued, with such alterations or amendments as may be deemed expedient, upon proper showing of satisfactory proof of compliance with the provisions of the foregoing paragraph during the period of probation; and, it is

FURTHER ORDERED, That, effective December 31, 1931, the above rule with reference to contract and call trips shall apply to all property carriers operating under franchise certificates issued under authority of Chapter 136, Public Laws of 1927, as amended.

By order of the Commission:

This 29th day of December, 1931.

R. O. SELF,

Clerk.

IN RE: LAFAYETTE TRANSIT COMPANY AND CAROLINA LINES, INCORPORATED, MOTOR VEHICLE PROPERTY CARRIERS.

ORDER AMENDING ORDER OF DECEMBER 29, 1931

The Commission made an order in the above matter under date of December 29, 1931, with reference to certain conditional cancellation of franchises held by the above-named companies. Now comes Carolina Lines, Incorporated, and files a motion with the Commission, asking that an order be entered to the effect that that part of said order which provided a probation period for and the cancellation of the said Carolina Lines' Franchise Certificate No. 279 be stricken from said order of December 29, 1931.

The Commission heard argument on said motion by attorneys for Carolina Lines, Incorporated, and said Carolina Lines, Incorporated, has furnished to the Commission satisfactory proof of its compliance with the said order; therefore, it is

ORDERED, That that portion of said order of December 29, 1931, which refers to the cancellation of Franchise Certificate No. 279 of Carolina Lines, Incorporated, and the subsequent appearance by it before the Corporation Commission at the end of probation period therein referred to, be, and it is hereby, stricken out and rendered null and void.

By order of the Commission:

This 12th day of January, 1932.

R. O. SELF,

Clerk.

NORTH CAROLINA CORPORATION COMMISSION v. LENOIR-BLOWING ROCK LINE, INCORPORATED.

ORDER

This case grew out of certain irregularities existing in the organization of the Lenoir-Blowing Rock Line, Inc., operating under Chapter 136, Public Laws of 1927, and amendments, between Hickory and Boone, N. C., and between Morganton and North Wilkesboro, N. C.

The parties owning stock in this corporation were notified at the same time that the corporation was notified to show cause on or before eleven o'clock a.m., Tuesday, April 26, 1932, why the franchise certificate issued to the said corporation should not be cancelled for irregularities, to wit: Violation of subsection B of Section 10, Chapter 136, Public Laws of 1927, and more particularly of Paragraphs 3, 4, 7 and 8 of said sub-section B of Section 10, and for other irregularities and especially for failure to operate the kind of bus service that the public generally demands between Hickory and Boone, via Lenoir, and between Morganton and North Wilkesboro, via Lenoir.

At the hearing, the majority stockholders were either present or represented. No evidence was presented, except in informal discussion between the stockholders as to certain vested rights. These differences were agreeably adjusted at the hearing and it was agreed to discontinue and dissolve the corporation and transfer the franchise of the said Lenoir-Blowing Rock Line, Inc., to the Statesville-Salisbury Coach Company, the holder of the majority stock at the time of hearing; therefore, it is

ORDERED, That Franchise Certificate No. 22 of the Lenoir-Blowing Rock Line, Inc., be, and it is hereby, cancelled, effective April 26, 1932.

By order of the Commission:

R. O. SELF,

This 2d day of May, 1932.

Clerk.

IN RE: PETITION MILLER MOTOR EXPRESS TO CANCEL FRANCHISE
OF PIERCE AND FORMY DUVAL, INCORPORATED.

ORDER

This matter having come before the Commission on the petition of Miller Motor Express to cancel the franchise of Pierce and Formy Duval, Incorporated, and it appearing to the Commission that Miller Motor Express holds a franchise from Charlotte to Wilmington and Pierce and Formy Duval, Incorporated, from Wilmington to Hamlet; and it further appearing to the Commission from evidence adduced at the hearing that Pierce and Formy Duval, Incorporated, has accepted freight for transportation from Charlotte and points intermediate between Charlotte and Hamlet, on which route it has no franchise; and it further appearing to the Commission that the said solicitation and acceptance of said freight is in violation of the law; it is, now, therefore,

ORDERED, That henceforth the said Pierce and Formy Duval, Incorporated, shall solicit and transport no freight originating at Charlotte or any point between Charlotte and Hamlet to any point between Charlotte and Hamlet, including Hamlet, but that it shall have the right to solicit and accept shipments originating in Charlotte whose destinations are points east of Hamlet and shall have the right to solicit and accept shipments from points east of Hamlet for Charlotte.

This order was made in the presence of Mr. E. B. Bridges, representing Miller Motor Express, and Mr. George Thomas Clark, representing Pierce and Formy Duval, Incorporated.

By order of the Commission:

R. O. SELF,

This 18th day of March, 1932.

Clerk.

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 119, ISSUED
TO J. E. MITCHELL, KINSTON, N. C.

ORDER

Whereas, Franchise Certificate No. 119 was issued to J. E. Mitchell, Kinston, North Carolina, on August 25, 1925, with renewals on the expiration dates of August 25, 1928, and August 25, 1931; and

Whereas, the operation of passenger transportation service by motor vehicles under this franchise has been abandoned by J. E. Mitchell as of December 31, 1931; it is, therefore,

ORDERED, That Franchise Certificate No. 119, referred to above, be, and it is hereby, cancelled.

By order of the Commission:

R. O. SELF,

This 1st day of February, 1932.

Clerk.

IN RE: CANCELLATION FRANCHISE CERTIFICATE NO. 320, PRIVETT
TRANSFER COMPANY, A. A. PRIVETT, OWNER, WILSON, N. C.

ORDER

Franchise Certificate No. 320 was issued to Privett Transfer Company, Wilson, N. C., August 25, 1930. The annual report of this company for the year 1931 covered the period January 1, 1931, to June 1, 1931, as the only period of its operation during that year and it appearing that tax settlement was made for the same period named above and that Privett Transfer Company appears to have ceased operation as of June 1, 1931, and that there are numerous complaints outstanding against this corporation, the effect of which would be to cause the cancellation of the franchise, it is

ORDERED, That Franchise No. 320 issued to A. A. Privett, operating as Privett Transfer Company, Wilson, N. C., be and it is hereby cancelled as of June 1, 1931.

By order of the Commission:

R. O. SELF,

This May 4th, 1932.

Clerk.

IN RE: APPLICATION OF RECEIVERS OF SEABOARD AIR LINE RAIL-
WAY COMPANY FOR MOTOR VEHICLE FRANCHISE CERTIFICATE
OVER HIGHWAY NO. 20 BETWEEN MONROE AND HAMLET, NORTH
CAROLINA.

ORDER

This case was heard by the Commission on April 12, 1932, at eleven o'clock a.m. with all Commissioners present. The petitioner was represented by Attorney Murray Allen, of Raleigh, N. C., and the respondents, Miller Motor Express and the North Carolina Truck Owners Association, were represented by Attorneys E. B. Bridges, of Charlotte, and W. P. Horton, of Raleigh. No evidence was presented, but the law and the expediency of granting such application were argued by attorneys.

After due consideration of the arguments presented and of the convenience of the proposed service to the public between the points named in the application, it is

ORDERED, That the application be granted and that franchise certificate be issued upon compliance with the provisions of the law and the rules and regulations made thereunder; that the Seaboard Air Line Railway Company be authorized to carry thereunder such freights and commodities as may be delivered to it at its stations at Monroe and Hamlet and stations intermediate for transportation by the said Seaboard Air Line Railway Company.

By order of the Commission:

R. O. SELF,

This 9th day of June, 1932.

Clerk.

WINBORNE, COMMISSIONER, DISSENTING: I have serious misgivings as to the wisdom of the Order made by the Commission on June 9, 1932, on the application of the Receivers of the Seaboard Air Line Railway Company for motor vehicle franchise certificate over Highway No. 20 between Monroe and Hamlet, North Carolina. While I fully appreciate and sympathize with

the railroads in their present financial predicament, I do not believe that the solution lies in granting franchises over routes now amply served which transfer railway transportation from its present right-of-way to the State Highways, therefore, I can not fully agree with the findings in the Order.

IN RE: APPLICATION OF RECEIVERS OF SEABOARD AIR LINE RAILWAY COMPANY FOR MOTOR VEHICLE FRANCHISE CERTIFICATE OVER HIGHWAY NO. 20, BETWEEN MONROE AND HAMLET, NORTH CAROLINA.

ORDER OVERRULING EXCEPTIONS OF RESPONDENTS

Now come the Miller Motor Express and the North Carolina Truck Owners Association and file exceptions to the order of the Commission, dated the 9th day of June, 1932, granting the above petition and, after due consideration of the exceptions set forth to the said order of the Commission, the said exceptions having been filed within the time specified by statute, it is, therefore,

ORDERED, That the exceptions of respondents be, and the same are hereby overruled.

By order of the Commission:
This 13th day of August, 1932.

R. O. SELF,
Clerk.

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 357, ISSUED TO SMITH-BEST TRANSPORTATION COMPANY, FARMVILLE, NORTH CAROLINA, UNDER CHAPTER 136, PUBLIC LAWS OF 1927, AND AMENDMENTS.

ORDER

Notice having been served upon Messrs. C. W. Smith and D. C. Best, operators of a motor freight service under Chapter 136, Public Laws of 1927, as Smith-Best Transportation Company, to show cause on or before July 28, 1932, why their franchise certificate should not be cancelled; and appearance having been made in accordance with said notice; it is

ORDERED, That Franchise Certificate No. 357, issued to Smith-Best Transportation Company, be, and it is hereby, cancelled as of August 5, 1932.

By order of the Commission:
This 10th day of August, 1932.

R. O. SELF,
Clerk.

IN RE: CANCELLATION OF FRANCHISE CERTIFICATE NO. 286 ISSUED TO SOUTHERN TRANSPORTATION COMPANY, GREENVILLE, NORTH CAROLINA.

ORDER

Whereas, the Southern Transportation Company, B. D. Moody, owner, had its Franchise Certificate No. 286 hypothecated to Dr. L. J. Herring of Wilson, North Carolina, as security for certain notes, subject to the continuing right of the Corporation Commission to approve the purchaser under any foreclosure sale, it has now developed that Dr. Herring had to foreclose the hypothecation and in order to protect his interest purchased the franchise

and certain vehicles at the sale. The matter has been held in abeyance for some time pending the outcome of bankruptcy proceedings of B. D. Moody in Federal Court. It appears now that this has been settled so far as any question about his operating equipment is concerned and Dr. Herring requests authority to sell the franchise to Mr. A. A. Privett of Wilson; therefore, the franchise rights as outlined in Franchise Certificate No. 286, issued to the Southern Transportation Company, have been duly transferred to Mr. A. A. Privett. It is, therefore,

ORDERED, That Franchise Certificate No. 286 be, and it is hereby, cancelled as of August 25, 1930.

By order of the Commission:
This 25th day of August, 1930.

R. O. SELF,
Clerk.

IN RE: WARD-PERRY MOTOR EXPRESS INCORPORATED.

ORDER

Whereas the above named truck operator ceased to operate under Franchise Certificate No. 294 on December 31, 1929, and whereas the insurance covering the equipment operated by said Company has been cancelled as of June 4, 1930, it is, hereby,

ORDERED, That the said Franchise Certificate No. 294 be, and the same is, hereby, cancelled by authority granted the Corporation Commission in Chapter 136, Public Laws of 1927. It is further

ORDERED, That the deposit to guarantee the payment of tax, which is now on file with the Commissioner of Revenue, will be subject to such adjustment as the Ward-Perry Motor Express, Incorporated, shall make with the Commissioner of Revenue. It is further

ORDERED, That copies of this order be sent to Mr. W. S. Privott of Edenton, N. C., Attorney for the Ward-Perry Motor Express, Incorporated, and to the Commissioner of Revenue, A. J. Maxwell.

By order of the Commission:
This 13th day of August, 1930.

R. O. SELF,
Clerk.

IN RE: APPLICATION OF MORRIS PLAN BANK OF VIRGINIA, AT RICHMOND, VIRGINIA, FOR CANCELLATION OF AUTHORITY GRANTED BY THE NORTH CAROLINA CORPORATION COMMISSION ON APRIL 5, 1929, TO HENDERSONVILLE BUS COMPANY, J. M. BROOKS, OWNER, TO HYPOTHECATE ITS FRANCHISE CERTIFICATE NO. 266.

ORDER

At a meeting of the Corporation Commission, held August 18, 1931, a motion was made before it, and granted, to cancel the hypothecation authority issued by the Commission on April 5, 1929, authorizing the Hendersonville Bus Company to hypothecate its Franchise Certificate No. 266, dated February 1, 1929; therefore, it is

ORDERED, That the said hypothecation authority be, and it is hereby, cancelled pending hearing before the Commission at ten o'clock a.m., Wednes-

day, August 26, 1931, for the purpose of hearing the petitioner in this matter. Any and all other parties who may have an interest in the matter are hereby ordered to appear and be heard at that time. It is

FURTHER ORDERED, That a copy of this order be served upon the petitioner, the Morris Plan Bank of Virginia, Richmond, Virginia; the Hendersonville Bus Company, Hendersonville, N. C.; J. M. Brooks and C. E. Brooks, personally, both of Hendersonville, North Carolina.

By order of the Commission:
This 18th day of August, 1931.
Docket No. 7114.

R. O. SELF,
Clerk.

Motor Bus Lines

FRANCHISES GRANTED UNDER AUTHORITY OF CHAPTER 136, PUBLIC LAWS OF NORTH CAROLINA, 1927, OUTSTANDING ON SEPT. 1, 1932.

Name of Company, Description of Route. (Numbers shown are State Highway Numbers.)

Allen, J. R., Louisburg, N. C.

Freight: Louisburg to Franklinton, 56.

Atlantic Greyhound Lines of North Carolina, Incorporated, J. L. Gilmer, President, 935 S. Marshall Street, Winston-Salem, N. C.

Passenger: Winston-Salem to Charlotte, 65, 90, 26; Winston-Salem to North Carolina-Virginia State Line, destination Martinsville, Va., 77; Winston-Salem to the North Carolina-Virginia State Line, destination Hillsville, Va., 66 via Mount Airy; Winston-Salem to High Point, 77; Winston-Salem to Greensboro via Kernersville, 60; Winston-Salem to the North Carolina-Tennessee State Line via North Wilkesboro and West Jefferson, 60, 16; also via 60 via Boone and Zionville; Jefferson to Boone, 691; Winston-Salem to Lexington, 66; Salisbury to Mocksville, 80; Charlotte to North Carolina-South Carolina State Line via Pineville, 26, 261; Statesville to Mount Airy, 26, 268, 80; Greensboro to the North Carolina-Virginia State Line, 70; Kernersville to intersection of 771 and 77 over No. 771.

Bass Bonded Trucks, Incorporated, A. B. Bass, President and Manager, Tarboro, N. C.

Freight: Farmville to Roanoke Rapids, 12, 125, 40, 48, 481 via Tarboro, Scotland Neck, Halifax, Weldon and Rosemary.

Belch, A. T., Colerain, N. C.

Freight: Colerain via Mill Neck Road to Harrellsville, thence via Glover's Cross Roads to Colerain.

Bellamy, C. F., Little River, S. C.

Freight: Wilmington to North Carolina-South Carolina State Line, 20, 30.

Bethel-Columbia Bus Line, A. B. Babcock, Tarboro, N. C.

Passenger: Bethel to Plymouth, 90; Wilson to Tarboro, 42, 12.

Black's Motor Express, D. J. Black, 209 S. Front St., Wilmington, N. C.

Freight: Wilmington to Sanford via Delway, Clinton, Dunn, Lillington, and Jonesboro, 60, 53.

Blizard and Banks Motor Express, R. A. Blizard and C. A. Banks, Mount Airy, N. C.

Freight: Mount Airy to Greensboro via Winston-Salem and Kernersville, 66, 60.

Blue Bird Motor Transit Corporation, J. E. Clayton, Secretary-Treasurer, 525 N. Cherry Street, Winston-Salem, N. C.

Freight: Winston-Salem to the North Carolina-Virginia State Line, destination Richmond, Va., 65, 70.

Boone Transfer Company, Spencer Miller, Boone, N. C.

Freight: Boone to North Carolina-Tennessee State Line via Vilas and Zionville, destination Bristol, Virginia-Tennessee, 60; Zionville to North Carolina-Tennessee State Line via West Jefferson, Warrensville and Lansing, 16 and County Highway.

Bratcher, J. C., Beulaville, N. C.

Freight: Beulaville to Kinston via Kenansville, 24, 11; Beulaville to Wilmington, 41, 40 (without privilege of local work between Wallace and Wilmington.)

Call Motor Company, W. W., Mrs. W. W. Call and Ira D. Payne, North Wilkesboro, N. C.

Passenger: North Wilkesboro to Statesville via Taylorsville, 16, 90.

C. & S. Motor Express, E. F. Caudill, Secretary and Treasurer, North Wilkesboro, N. C.

Freight: North Wilkesboro to Winston-Salem via Yadkinville and Brooks Cross Roads, 60.

Capital Coast Express Company, John W. Starling, Manager, Clayton, N. C.

Freight: Raleigh to Kinston, 10; Kinston to Goldsboro via Snow Hill, 12, 102.

Carolina Coach Company, H. H. Hearn, General Manager, Raleigh, N. C.

Passenger: Raleigh to Charlotte via Greensboro and Salisbury, 10, 15; Raleigh to Fayetteville via Lillington and Dunn, 21, 60, 22; Raleigh to North Carolina-Virginia State Line via Rocky Mount, Tarboro, Rich Square, Aulander, Winton, Gatesville, Sunbury and Corapeake, 90, 12, 305, 30; Greenville to Tarboro via Bethel, 11, 90; Zebulon to Wilson, 91; Durham to Chapel Hill, 75.

Carolina Motor Express, R. E. Mabe, Spray, N. C.

Freight: Draper to Greensboro via Leaksville, Spray and Reidsville, 709, 65, 70; Leaksville to Stoneville via County Roads thence via 77 to Winston-Salem.

Carolina-Norfolk Truck Line, J. M. Spence, President, 37 Nebraska Street, Norfolk, Va.

Freight: Wilson to North Carolina-Virginia State Line, destination Norfolk, Va., via Tarboro, Rich Square, Aulander, Winton, Gatesville, Sunbury and Corapeake, 42, 12, 305, 30.

Carolina Scenic Coach Line, McD. Turner, 231 E. Main Street, Spartanburg, S. C.

Passenger: Hendersonville to Tryon, 191; Elk Park to North Carolina-South Carolina State Line near Cliffside, 194, 19, 20, 207, via Newland, Woodlawn, Marion and Rutherfordton.

Caudill's Express, H. D. & J. F. Caudill, Millers Creek, N. C.

Freight: North Wilkesboro to Lansing via Jefferson and Warrensville, 16 and county roads.

Charlotte-Raleigh Bus Line, Incorporated, W. E. Smith, Secretary, Albemarle, N. C.

Passenger: Charlotte to Raleigh via Albemarle and Sanford, 27, 74, 75, 50.

Chitty Transfer Company, T. D. Chitty, Murfreesboro, N. C.

Freight: Murfreesboro to Littleton, 48; Weldon to Enfield, 40; Murfreesboro to Woodland, 12; Woodland to Severn, County Road; Murfreesboro to North Carolina-Virginia State Line via Como, 12; Littleton to Oxford, 48, 58, 50, 57, operation for that part of the route between Norlina and Oxford being limited to shipments originating at or destined to points east of Norlina.

Coastal Coach Lines, Incorporated, Norfolk Southern Bus Corporation, Agent, Norfolk, Va.

Passenger: Elizabeth City to North Carolina-Virginia State Line, destination Norfolk, Va., via Camden, Sligo and Moyock, 34; Washington, N. C., to the North Carolina-Virginia State Line, destination Norfolk, Va., via Williamston, Windsor, Edenton, Elizabeth City and South Mills.

Collins, A. E., Maysville, N. C.

Freight: New Bern to Wilmington, 30.

Cox & Eggleston, (John L. Cox, and B. H. Eggleston), Spray, N. C.

Passenger: Leaksville-Spray, N. C., to North Carolina-Virginia State Line on route to Fieldale, Va., 54.

Danville and Durham Motor Express Line, J. A. Manooch, 726 Temple Avenue, Danville, Va.

Freight: Durham to the North Carolina-Virginia State Line, destination Danville, Va. via Highways Nos. 55, 48, 14 via Roxboro and Leasburg; Spray to the North Carolina-Virginia State Line via Highways Nos. 709, 65, 70, via Reidsville; Spray to the North Carolina-Virginia State Line via the highway following the Dan River. (Authority to pick up in Spray for Reidsville or in Reidsville for Spray is not granted.)

Davis, J. E., Rosemary, N. C.

Freight: Rosemary, N. C. to North Carolina-Virginia State Line, via Weldon, Murfreesboro and Como, 48, 12. (Operation limited to interstate.)

Dixie Motor Transit Line, D. M. Griffin, 3003 Dill Avenue, Richmond, Va.

Passenger: Oxford to North Carolina-Virginia State Line via 75, destination, Richmond, Va.

East Coast Stages, Incorporated, H. Pierce Brawner, Vice President, Lenoir and Dawson Streets, Raleigh, N. C.

Passenger: North Carolina-Virginia State Line to North Carolina-South Carolina State Line via Norlina, Raleigh, Goldsboro, Wilmington and Bolivia, 50, 10, 40, 20, 30; Durham to Wake Forest, 55; Rockingham to the North Carolina-South Carolina State Line, 50; Tin City to Wallace- 41.

Eastern Motor Transport, Clarence Wyatt, 3 Shockoe Slip, Richmond, Va.

Freight: Durham to the North Carolina-Virginia State Line, Highways Nos. 75, 57, 50, via Oxford and Henderson without privilege of operation between Durham and Oxford; Norlina to Warrenton, Highway No. 58.

Edgerton Bus Lines, Incorporated, B. E. Saunders, Secretary, 425 W. Washington Street, Suffolk, Va.

Passenger: Edenton to North Carolina-Virginia State Line, destination Suffolk, Va., 32 and 30; Weldon to North Carolina-Virginia State Line via Jackson and Murfreesboro, 48 and 12.

Elizabeth City-Point Harbor Transportation Line, M. A. Aydlott, Grandy, N. C.

Freight: Elizabeth City to Point Harbor, via Camden, Shawboro, Sligo, Currituck and Jarvisburg, 34, 344; Sligo to North Carolina-Virginia State Line via Moyock, 34.

E. T. and W. N. C. Motor Transportation Company, J. E. Vance, Vice President, Johnson City, Tenn.

Passenger: Asheville to North Carolina-Tennessee State Line, 20, 212; Asheville to North Carolina-Tennessee State Line, via Spruce Pine, Elk Park, etc., 20, 69; Cane River Post Office to State Line, 692.

Freight: Swiss to North Carolina-Tennessee State Line, via Spruce Pine and Elk Park, 69; Spruce Pine to North Carolina-Tennessee State Line, via Bakersville, 19; Operation over Highways Nos. 692, 197, 104 from their junction with Highway No. 69 to their junction with Highway No. 19; Elk Park to Banner Elk, Highway No. 194; Cranberry to Cranberry via Newland, Linville, Pineola and Crossnore, 194, 181, 691, 194.

Farmville Motor Express, David C. Best, Farmville, N. C.

Freight: Tarboro, N. C., to Snow Hill, N. C., via Pine Tops, Fountain, and Farmville, 12.

Farrar's Motor Express, O. S. Farrar, Statesville, N. C.

Freight: Statesville to North Wilkesboro, 90, 16; Taylorsville to Hickory, via Conover, 16, 10; Statesville to Mount Airy, 26, 268, 80, via Brooks Cross Roads and Elkin; Taylorsville to Lenoir, 90; Lenoir to Moravian Falls, 18.

Fleming's Motor X-Press, C. H. Fleming, Sanford, N. C.

Freight: Sanford to Lillington, via Highway No. 60.

Forbes, B. V., Wilson, N. C.

Freight: Wilson to Kinston, via Stantonsburg and Snow Hill, County Road and Highway No. 12.

Fort Bragg Coach Company, C. F. Harris, Fayetteville, N. C.

Passenger: Fayetteville to Fort Bragg, 53. (Leased to the Greensboro-Fayetteville Bus Line.)

Fredrickson Motor Express Corporation, Chas. H. Fredrickson, President, Charlotte, N. C.

Freight: Charlotte to Greensboro, 15, 10; Lexington to Winston-Salem, 66; Charlotte to Statesville, 26; Charlotte to Lenoir, 27, 16, 10, 17; Charlotte to Asheville, via Shelby and Hendersonville, 20, 28, 69; Statesville to Winston-Salem, 90, 48; Salisbury to Asheville, via Statesville, 10; Shelby to Lincolnton, 206; Cherryville to Bessemer City, 274; Asheville to North Carolina-Tennessee State Line, via Marshall, Walnut, and Hot Springs, 20.

Gardner's, Incorporated, H. R. Gardner, Wilmington, N. C.

Freight: Wilmington to Carolina Beach, 40.

Geringer, Hurley, New Bern, N. C.

Freight: New Bern to Beaufort, 10; Beaufort to intersection of Highway 101 with No. 10, near Havelock, 101; Beaufort to Atlantic, County Highway.

Greensboro-Fayetteville Bus Line, Incorporated, J. A. York, President, Asheville, N. C.

Passenger: Greensboro to Fayetteville, via Asheboro, Pinehurst, Southern Pines, Aberdeen and Raeford, 70, 75, 702, 50, 70, 24; Duham to Rockingham, via Sanford and Hamlet, 75, 50, 204, 20; Candor to Rockingham via Norman and Ellerbe, 170, 75; Greensboro to Fayetteville, via Sanford, 60, 53; High Point to Asheboro, via Randleman, 77, 70; Asheboro to Siler City, via Ramseur, 90.

Griffin-Coppersmith Fuel Company, Incorporated; R. W. Coppersmith, Treasurer; R. W. Griffin, Secretary, Elizabeth City, N. C.

Freight: Elizabeth City to Wanchese, via Camden, Currituck, Kitty Hawk, and Nag's Head, 34, 344, 345.

Habit Brothers, John and Joe Habit, Edenton, N. C.

Freight: Washington to North Carolina-Virginia State Line via Williamston, Windsor, Edenton, Elizabeth City and South Mills, 30, 342, 34, 341; Williamston to Washington, 30; Washington to New Bern, 30 and over Highway 10 for interstate haul between New Bern and Beaufort, via Morehead City; Elizabeth City to North Carolina-Virginia State Line, via Sligo and Moyock, 34.

Hampton Roads Transportation Company, J. L. Wright, 912 Water Street, Norfolk, Va.

Freight: Elizabeth to North Carolina-Virginia State Line, via Moyock, 34; Elizabeth City to North Carolina-Virginia State Line, via South Mills, 34, 341.

Hardy, J. W., Farmville, N. C.

Freight: Wilson to Farmville, 91.

H. and L. Motor Express Company, G. C. Morton, President, Albemarle, N. C.

Freight: Charlotte to Sanford, via Albemarle, Badin, Mount Gilead, and Troy, 27, 740, 74, 515, 51, 74, 75, 50; High Point to Denton, via Asheboro, Biscoe and Troy, 77, 70, 74, 109; Asheboro to Albemarle, via New London, 62, 80.

Helms Motor Express, Mrs. Carl L. Helms, Administratrix Estate of Carl L. Helms, Albemarle, N. C.

Freight: Raleigh to Charlotte, via Sanford, Carthage, Biscoe, etc., 10, 50, 75, 74, 109, 515, 74, 27; Albemarle to Salisbury, 80; Durham to Aberdeen, via Sanford, 75, 50; Aberdeen to Pinehurst, 70; Pinehurst to Southern Pines, 702.

Hendersonville-Asheville Motor Express Company, R. F. Styron, Hendersonville, N. C.

Freight: Asheville to Hendersonville, 69; Hendersonville to Rosman, via Brevard, 28.

Hendersonville Bus Company, J. M. Brooks, Hendersonville, N. C.

Passenger: Asheville to Highlands, via Hendersonville and Brevard, 69, 28. (Operation beyond Brevard to be opened gradually as road conditions will permit.)

- Hoffler & Boney Transfer Company, Willard Hoffler, G. E. Boney, Wallace, N. C.
Freight: Wallace to Warsaw, county road; Tin City to Harrell's Store, 41;
Warsaw to Swansboro, via Jacksonville, 24.
- Hollingsworth, T. C., Warsaw, N. C.
Freight: Warsaw to Goldsboro, via Clinton and Newton Grove, 24, 23, 102.
- H. Hunt & Company, H. Hunt, Owner, Elizabethtown, N. C.
Freight: Wilmington to Fayetteville, via Elizabethtown, 20, 21; Elizabethtown to Lumberton, via Clarkton and Bladenboro, 23, 211; Fayetteville to Lumberton, 22.
- Independence Bus Company, R. J. Rudolph, and T. W. Wingate, Independence, Va.
Passenger: Elkin to North Carolina-Virginia State Line, via Sparta, 26, destination Wytheville, Va.
- Jack-Rabbit Motor Express, Incorporated, W. L. Massie, President; P. W. Ferguson, Secretary and Treasurer, Asheville, N. C.
Freight: Asheville to North Carolina-Georgia State Line, destination Atlanta, Ga., via Waynesville, Sylva and Franklin, 10, 285, without privilege of local operation on that part of road between Asheville and Waynesville; Sylva to Murphy, 10.
- Johnson Transit Company, Earl McD. Westbrook, Secretary, Dunn, N. C.
Freight: Dunn to Wilmington, via Clinton, 60, 40, without privilege of local operation Clinton to Wilmington and intermediate points.
- Kinston-Richlands Transfer Company, Carl C. Cox, Box 463, New Bern, N. C.
Freight: Jacksonville to Trenton, via Kenansville and Kinston, 24, 11, 12; Trenton to Richlands, via Comfort, 41, 121.
- LaFayette Transit Company, Incorporated, R. H. Barbour, Treasurer, Fuquay Springs, N. C.
Freight: Raleigh to Fayetteville, via Varina and Lillington, 21; Cardenas to Fayetteville, 55, 60, 22, via Angier, Coats, Erwin, Dunn and Godwin; New Bern to Kinston via Polloksville and Trenton, 30, 12; New Bern to Raleigh, via Kinston and Goldsboro, 10; Goldsboro to Rocky Mount, 40; Rocky Mount to Williamston, 90; Kinston to Bethel, 11; Kinston to Farmville via Snow Hill, 12; Wilson to Washington, 91; New Bern to Beaufort, 10, 101. (Amended to include contract shipments to and from the towns of Benson, Bowdens, Calypso, Clinton, Deep Run, Dunn, Faison, Four Oaks, Mount Olive, Pink Hill, Warsaw, and Wilmington, and from points on lines authorized to the North Carolina-Virginia State Line, destination Norfolk, Va.)
- Leaksville-Danville Bus Line, J. C. Gilkey, Spray, N. C.
Passenger: Leaksville to North Carolina-Virginia State Line, destination Danville, Va.
- Leaksville-Reidsville Bus Line, Eugene Wilson, A. W. Foley, Spray, N. C.
Passenger: Leaksville-Spray to Reidsville, 54, 65.
- Leigh & Durham, Chapel Hill, N. C.
Freight: Durham to Chapel Hill, 75.
- M. and S. Transfer and Storage Company, George T. Musselman, 304 Nutt Street, Wilmington, N. C.
Freight: Wilmington to Southport, via Town Creek, Supply and Bolivia, 30, 130.
- Miller Motor Express, W. W. Miller, Jr., 314 N. Caldwell Street, Charlotte, N. C.
Freight: Charlotte to Hamlet, via Monroe, Wadesboro and Rockingham, 20; Charlotte to North Carolina-South Carolina State Line, 26, 261, destination Fort Mill, Rock Hill and Chester, S. C.; Laurinburg to Fayetteville, via Raeford, 24; Fayetteville to Lumberton, 22; Lumberton to Wilmington, via Bolton, 211, 20, without privilege of local operation on Highway 20 between Bolton and Wilmington.
- Miller, S. H. & Son, Canton, N. C.
Freight: Asheville to Waynesville, via Canton, Highway No. 10.
- Morgan, G. B., Corapeake, N. C.
Freight: Hertford to North Carolina-Virginia State Line near Corapeake, via Winfall, Gliden and Sunbury, 342, 321, 32, 30.

Motor Express Company, H. S. Reid, President, Fincastle, Va.

Freight: Winston-Salem to North Carolina-Virginia State Line, Highway 77, destination Roanoke, Va.

Motor Transit Company, R. S. Koonce and M. B. Koonce, 324 W. Lane Street, Raleigh, N. C.

Freight: Raleigh to Greensboro, 10; Greensboro to Fayetteville, via Sanford, 60, 53; Greensboro to Fayetteville, via Asheboro, Biscoe, Candor, Eagle Springs, Pinehurst, Southern Pines, Aberdeen and Raeford, 70, 75, 702, 50, 70, 24; Asheboro to Ramseur, 90.

Murrell's Express, Z. E. Murrell, Jr., Jacksonville, N. C.

Freight: Jacksonville to Wilmington, 30.

Parramore Truck Line, T. C., J. H., and J. M. Parramore, Winton, N. C.

Freight: Kinston to Farmville, 12; Farmville to Greenville, 91; Greenville to Bethel, 11; Bethel to Williamston, 90; Williamston to North Carolina-Virginia State Line, 30, via Windsor, Aulander and Winton, destination Norfolk, Va.; Winton to Aulander, 30; Aulander to Rich Square, 305; Rich Square to Scotland Neck, 12; Scotland Neck to Windsor, via Roxobel, Kelford and Lewiston, county road. (Operation of the above route is for the purpose of transporting freight delivered to and received from the Norfolk, Baltimore and Carolina Lines at Winton.) (Authority is granted to transport oils, greases and peanuts interstate, and tobacco both interstate and intrastate.)

Piedmont Motor Express, Incorporated, H. C. Mims, President, Greenville, S. C.

Freight: Charlotte to North Carolina-South Carolina State Line, 20, 205, via Gastonia, Kings Mountain and Grover; Asheville to North Carolina-South Carolina State Line, 69. (Without privilege of intrastate operation between Asheville and Hendersonville); Rutherfordton to North Carolina-South Carolina State Line, 20, 207, via Forest City, Caroleen and Cliffside.

Pierce & Formy Duval, Incorporated, F. L. Formy Duval, President, Lake Waccamaw, N. C.

Freight: Wilmington to Hamlet, 20; Boardman to Lumberton via Fairmont, 72, 70; Lumberton to Raeford, via Red Springs, 70.

Powell, A. T., Colerain, N. C.

Freight: Colerain Wharf to Aulander, via Colerain, Trapp, Powellsville and Hexalena.

Queen City Coach Company, Incorporated, L. A. Love, Manager, Charlotte, N. C.

Passenger: Wilmington to Asheville, via Lumberton, Charlotte and Rutherfordton, 20; Fayetteville to North Carolina-South Carolina State Line via St. Pauls, Lumberton and Rowland, 22; Kings Mountain to North Carolina-South Carolina State Line near Grover, 205; Gastonia to Cherryville, county highways; Charlotte to Asheville, via Lincolnton, Newton and Marion, 27, 16, 10; Marion to Bakersville, via Spruce Pine, 19; Bat Cave to Hendersonville, 28; Murphy to North Carolina-South Carolina State Line, 10; Charlotte to Gastonia route is understood to include operation via 20 and also the old highway via Belmont, McAdenville, Lowell and Ranlo.

Queen City Lines, Incorporated, L. A. Love, Secretary and Treasurer, 417 West Fifth Street, Charlotte, N. C.

Passenger: Asheville to Murphy, via Waynesville and Bryson City, 10; Dillsboro to North Carolina-Georgia State Line, via Franklin and Otto, 285; Asheville to Enka, county roads; Kings Mountain to the North Carolina-South Carolina State Line near Grover, 205; Charlotte to Kings Mountain, 20, and also old highway via Belmont, McAdenville, Lowell and Ranlo.

Raleigh-Danville Motor Express, C. S. Manooch, 514 E. Davie Street, Raleigh, N. C.

Freight: Raleigh to Durham, via Henderson and Oxford, 50, 57, 75.

Rocky Mount-Norfolk Truck Line, 37 Nebraska Street, Norfolk, Va.

Freight: Rocky Mount to North Carolina-Virginia State Line, 40, 48, 12, via Weldon, Murfreesboro and Como. (For interstate operation only.)

Scales Company and Kittrell, Incorporated, Robersonville, N. C.

Freight: Greenville to Robersonville, via Bethel, 11, 90.

Seashore Transportation Company, James M. West, President, New Bern, N. C.
Passenger: Washington to Wilmington, via New Bern, 30; Goldsboro to Beaufort, via Kinston and New Bern, 10; Kinston to Pollokville via Trenton, 12; Beaufort to Atlantic, unnumbered highway; Goldsboro to Rocky Mount, via Wilson, 40.

Shore, W. W., Boone, N. C.

Passenger and Freight: North Wilkesboro to Boone, 60 (with authority to operate temporarily over Highways 69, 68,, via West Jefferson, pending completion of work on Route 60.)

Skinner-Ussery Transfer Company, Wade Skinner, and R. H. Ussery, Mount Gilead, N. C.

Freight: Mount Gilead to Rockingham via Ellerbe, 51, 75; Rockingham to Aberdeen, 50; Aberdeen to Biscoe, via Pinehurst, West End and Candor, 70, 75; Biscoe to Wadeville, via Troy, 74; Wadeville to Mount Gilead, 51; Candor to West End, via Norman and Jackson Springs, 170, 75. (That part of above route between Biscoe and Mount Gilead on Highways 74 and 51 is intended to convey road rights only without privilege of local operation on that part of the route.)

Skyland Stages, Incorporated, L. R. Gibbons, Assistant Treasurer, Asheville, N. C.

Passenger: Asheville to North Carolina-Tennessee State Line, 20, destination, Newport, Tenn.; Hendersonville to North Carolina-South Carolina State Line at Chestnut Springs, on route to Greenville, S. C., 69; Asheville to Oteen, 10.

Smith's Transfer Company, C. H. and V. J. Smith, Lenoir, N. C.

Freight: Hickory to Boone, via Lenoir and Blowing Rock, 17; Lenoir to Asheville, 18, 10; Blowing Rock to the North Carolina-Tennessee State Line, via Linville, Cranberry and Elk Park, 691, 181, 69; Boone to Elk Park, via Vilas and Banner Elk, 194.

Southerland Brothers, A. D. Southerland and N. M. Southerland, Goldsboro, N. C.

Freight: Goldsboro to Washington, via Kinston and Greenville, 10, 11, 91, 30.

Southern Passenger Motor Lines, Inc., C. W. Falwell, Jr., President, Lynchburg, Va.

Passenger: Durham, N. C., to the North Carolina-Virginia State Line, via Roxboro, 55; Roxboro, N. C., to the North Carolina-Virginia State Line, via Semora, Milton, Yanceyville, 57, 62, 14.

Stallings Transfer Service, M. L. Stallings, Spring Hope, N. C.

Freight: Raleigh to Rocky Mount, 90; Zebulon to Rocky Mount, via Wilson, 91, 40; Rocky Mount to Williamston to Washington, 90, 30; Washington to Wilson, via Greenville and Farmville, 91.

Statesville-Salisbury Coach Company, P. A. Griffin, Manager, Hickory, N. C.

Passenger: Salisbury to Newton, via Statesville and Catawba, 10; Conover to intersection of 10A with 10, near Catawba, 10A; Hickory to Boone via Lenoir and Blowing Rock, 17; Morganton to North Wilkesboro, via Lenoir, 18, 16.

Stiles Transfer Company, Incorporated, J. P. and S. D. Stiles, Murphy, N. C.

Freight: Asheville to Murphy, 10, without privilege of operation between Asheville and Sylva.

L. Taylor & Son, L. E. Taylor, Secretary, Faison, N. C.

Freight: Faison to Wilmington, 40.

Tri-City Motor Express Line, I. M. Lassiter, High Point, N. C.:

Freight: Greensboro to Winston-Salem, via High Point, 10, 77.

Triplett, B. C., Kerr, N. C.

Freight: Harrell's Store to White Lake, 411; White Lake to Atkinson via Kelly, 201; Atkinson to Harrell's Store, via Ivanhoe, county roads.

Vinson, I. L., Autryville, N. C.

Freight: Fayetteville to Wilmington, via Clinton, 24, 60, 40, without privilege of local operation between Clinton and Wilmington.

Virginia Dare Transportation Company, R. B. Etheridge and G. H. Lennon, Manteo, N. C.

Passenger: Manteo to Elizabeth City, via Nag's Head, Kill Devil Hill and Currituck Bridge, 345, 344, 34; Manteo to Wanchese, 345.

Freight: Manteo to Norfolk, 345, 344, 34, via Kill Devil Hill, Sligo and Moyock; Manteo to Wanchese, 345.

Virginia-Southern Coach Lines, J. M. Evans, Richmond, Va.

Passenger: Weldon, N. C., to North Carolina-Virginia State Line, 40. (For interstate traffic only.) Weldon to Rocky Mount, 40. (For intrastate and interstate operation.)

Walker Transportation Service, Tildon Walker, Fayetteville, N. C.

Freight: Fayetteville to Laurinburg, via Raeford, 24.

Welfare & Beland, W. F. Welfare and O. B. Beland, Wilson, N. C.

Freight: Wilson to Fayetteville, 40, 22; Goldsboro, N. C., to North Carolina-Virginia State Line via Wilson, Rocky Mount, and Roanoke Rapids, 40, 481.

Whedbee Transfer Company, W. F. Whedbee, Ahoskie, N. C.

Freight: Ahoskie to Windsor, via Powellsville, county road and 30; Windsor to Eden House Point, 342; Eden House Point to Ahoskie, via Colerain, Harrellsville, and Cofield, 35 and county roads.

White, P. G., Roduco, N. C.

Freight: Roduco to North Carolina-Virginia State Line via Sunbury, 30; Elizabeth City to Sunbury, 34; Sunbury to Edenton, 32; North Carolina-Virginia State Line near Gates, via County Highway into Gatesville, thence via Highway 321 to its intersection with Highway No. 32.

Wilmington-Brunswick and Southern Railroad Company, H. M. Shannon, Manager, Southport, N. C.

Passenger: Southport, over route 201, nine miles to Wilse Smith's; thence over county road to Bolivia; thence on route 201 to the Brunswick River; thence over route 20 into Wilmington.

Winston-Elkin Motor Express, V. L. Renegar, Elkin, N. C.

Freight: Winston-Salem to Elkin, 60, 26, via Yadkinville, Boonville and Brooks Cross Roads; Winston-Salem to Elkin, via East Bend and Boonville, 60, 67, 26; Elkin to Roaring Gap, 26, for seasonal service.

Wolfe Transportation Company, H. H. Wolfe, President, P. O. Box 238, Monroe, N. C.

Freight: Monroe to Concord, 151.

Wright, Joel W., Trading as Inter-Carolinas Motor Bus Company, Gastonia, N. C.

Passenger: Charlotte to North Carolina-South Carolina State Line, destination, York, S. C., 15; Lincolnton to North Carolina-South Carolina State Line, via Gastonia, 16. (Entire operation is leased to Queen City Coach Company.)

Yadkin Coach Company, George H. Dugan, Salisbury, N. C.

Passenger: Salisbury to Norwood, via Albemarle, 80; Albemarle to Badin, county highways.

ELECTRIC LIGHT, GAS AND POWER COMPANIES

RULES REGULATING THE OPERATIONS AND STANDARD OF SERVICE OF ELECTRIC LIGHT AND POWER COMPANIES IN NORTH CAROLINA

GENERAL PROVISIONS

RULE 1. AUTHORIZATION OF RULES.

Section 1054, Sub-Section I, Consolidated Statutes 1919 provides that the Corporation Commission shall be empowered to establish rules and fix standards for electric service as follows:

The Corporation Commission shall make reasonable and just rules and regulations to prevent discrimination in the transportation of freight or passengers, or in furnishing electricity, electric light; current, power or gas.

In accordance with the above provision, the Corporation Commission has adopted the following rules and affixed the following standards for electric service, to become effective the first day of November, 1931. All previous rules or standards conflicting with those contained herein are hereby superseded.

The adoption of these rules shall in no way preclude the Corporation Commission from altering or amending them in whole or in part, or from requiring any other or additional service, equipment, facility, or standard, either upon complaint or upon its own motion, or upon the application of any utility. Furthermore, these rules shall not in any way relieve any utility from any of its duties under the laws of this State.

RULE 2. APPLICATION OF RULES.

(a) These rules shall apply to any person, firm, or corporation (except municipalities, or agents thereof) which is now or may hereafter become engaged as a public utility in the business of furnishing electric current for domestic, commercial or industrial consumers within the State of North Carolina.

(b) The rules are intended to define good practice which can normally be expected. They are intended to insure adequate service and to protect the public from unfair practices and the utilities from unreasonable demands. The coöperation of the utilities with the Commission is presupposed.

(c) In any case where compliance with any of these rules introduces unusual difficulty, such rule may be temporarily waived by the Commission upon application of the utility. If in such case compliance with the rule would cost more than the results of such compliance are worth to the public and consumers of electric current, it may be permanently set aside by the Commission.

RULE 3. DEFINITIONS.

In the interpretation of these rules the word "Commission" shall be taken to mean the North Carolina Corporation Commission; the word "utility" shall be taken to mean any person, firm or corporation (except a municipality or agent thereof) engaged in the business of supplying electric current to domestic, commercial, or industrial users within this State; and the word

"Consumer" shall be taken to mean any person, firm, corporation, municipality, or other political subdivision of the State supplied by any such utility.

RULE 4. RECORDS.

(a) A complete record shall be kept of all tests and inspections required under these rules as to the quality or condition of service which is rendered.

(b) All records of tests shall contain complete information concerning the test, including the date, hour, and place where the test was made; the name of the person making the test, and the result.

All records required by these rules shall be preserved by the utility for at least one year after they are made. Such records shall be kept within the State at the office or offices of the utility, and shall be open for examination by the Commission or its representatives at all reasonable hours.

RULE 5. REPORTS TO COMMISSION.

Each utility shall, at such times and in such form as the Commission shall prescribe, report to the Commission the results of all tests required to be made or the information contained in any records required to be kept by the utility.

GENERAL SERVICE PROVISIONS

RULE 6. INSPECTION OF PLANT AND EQUIPMENT.

(a) Each utility shall maintain its plant, distribution system and facilities at all times in proper condition for use in rendering safe and adequate service.

(b) Each utility shall, upon request of the Commission, file with the Commission a statement regarding the condition and adequacy of its plant, equipment, facilities and service in such form as the Commission may require.

RULE 7. COMPLAINTS.

Each utility shall make a full and prompt investigation of all service complaints made to it by its consumers, either directly or through the Commission. It shall keep a record of all such complaints received which record shall show the name and address of the complainant, the date and character of the complaint and the adjustment or disposal made thereof. Such record shall be kept for a period of one year.

RULE 8. INFORMATION FOR CONSUMERS.

Each utility shall upon request inform its consumers as to the method of reading meters. It is recommended that an exhibition meter be kept on display in each office maintained by a utility.

RULE 9. METER READINGS AND BILL FORMS.

Bills shall be rendered for metered service periodically, and shall show the readings of the meter at the beginning and end of the period for which the bill is rendered, the number and kinds of units of service supplied, and the date of the last meter reading.

Each bill shall bear upon its face the date when the bill was mailed, or left at the premises of the consumer, or the latest date on which it may be paid without loss of discount or incurring of penalty.

METERS, METER TESTS AND RECORDS

RULE 10. LOCATION.

(a) No consumer's meter shall be installed in any location where it may be unreasonably exposed to heat, cold, dampness or other cause of damage, or in any unduly dirty or inaccessible location.

(b) Meters should not be placed in coal or wood bins or on partitions forming such bins, or on any unstable supports subject to vibration.

(c) Meters should be easily accessible for reading, testing, and making necessary adjustments and repairs. When several meters are placed on one meter board the distance between centers should not, where practicable, be less than 15 inches, and each "house" loop should be tagged or marked to indicate the circuit metered.

(d) Each customer shall provide a suitable and convenient place for the location of meters, where they will be readily accessible at any reasonable hour for the purpose of reading, testing, repairing, etc., and such other appliances owned by the utility and placed on the premises of the consumer shall be so placed as to be readily accessible at such times as are necessary, and the authorized agent of the utility shall have authority to visit such meters and appurtenances at such times as are necessary in the conduct of the business of the utility.

RULE 11. TESTING FACILITIES.

(a) Each utility furnishing metered electric service shall, unless specifically excused by the Commission, provide and have available such meter laboratory, standard meters, instruments and facilities as may be necessary to make the tests required by these rules, together with such portable indicating electrical testing instruments, watt hour meters, and facilities of suitable type and range for testing service watt hour meters, voltmeters and other electrical equipment, used in its operations, as may be deemed necessary and satisfactory to the Commission.

(b) All portable indicating electrical testing instruments such as voltmeters, ammeters and watt hour meters, when in regular use for testing purposes, shall be checked against suitable reference standards periodically, and with such frequency as to insure their accuracy whenever used in testing service meters of the utility.

RULE 12. METHOD OF DETERMINING AVERAGE ERROR OF METERS.

In determining the average error of a watt hour meter, the following procedure is recommended:

(a) All meters whenever possible, shall be tested at the following three loads: one-tenth of the current rating of the meter, normal load, and at rating.

(b) The average of these tests obtained by multiplying the results of the test at normal load by 3 (three) adding the results of the tests at one-tenth rating and at the current rating, and dividing the total by five, shall be deemed the condition of the meter.

(c) In an installation where it is impossible to obtain a load of ten per cent (10%) of the rating, or one hundred per cent (100%) of the rating of the meter, tests shall be made at the nearest obtainable loads to ten per cent

(10%) and one hundred per cent (100%) of the rating of the meter and the values given in the ratios as stated above.

To determine normal load, use the percentage of connected load indicated below for the class of service metered.

<i>Class of Service Metered</i>	<i>Percentage of Connected Load</i>
Residence and Apartment Lighting.....	40%
Elevator Service	40%
Factories (Individual Drive) Churches and Offices.....	45%
Factories (Shaft Drive), Theatres, Clubs, Entrances, Hallways, and General Store Lighting.....	60%
Restaurants, Pumps, Air Compressors, Ice Machines and Mov- ing Picture Theatres.....	70%
Signs and Window Lighting and Blowers.....	100%

When a meter is connected to an installation consisting of two or more of the above classes of load, the normal load would be the sum of the normal loads for each class.

RULE 13. METER ACCURACY.

(a) *Creeping.* No watt hour meter which registers on "no load" when the applied voltage is less than one hundred and ten per cent (110%) of standard service voltage shall be placed in service or allowed to remain in service.

(b) *Initial Accuracy Requirements.* No watt hour meter shall be placed in service which is in any way mechanically defective, or which has incorrect constants, nor shall any watt hour meter be maintained in service which is not adjusted to meet the following requirements:

Average error not over 2% plus or minus;
Error at heavy load not over 2% plus or minus;
Error at light load not over 4% plus or minus;

(c) *Adjustment after Test.* Whenever a test made by the utility or by the Commission on a service watt hour meter connected in its permanent position in place of service shows that the average error is greater than that specified above, the meter shall be adjusted to bring the average error within the specified limits.

(d) *Allowable Error.* A service watt hour meter having an average error of not more than 4% plus or minus, may be considered as correct, and no adjustment of charges shall be entailed by such an error.

RULE 14. PERIODIC TESTS OF METERS.

Each watt hour meter shall be tested according to the following schedule, while connected, if practical, in its permanent position in place of service.

(a) Two and three wire commutating type and mercury type meters, up to and including 50 amperes rated capacity of meter element shall be tested at least once every 18 months.

(b) Two and three wire commutating type and mercury type meters of over 50 amperes rated capacity of meter element, shall be tested at least once every 12 months.

(c) Two and three wire single phase induction type meters, up to and including 25 amperes rated capacity of meter element, shall be tested at least once every 60 months.

(d) Two and three wire single phase induction type meters of over 25 amperes rated capacity of meter element, shall be tested at least every 60 months.

(e) Self contained polyphase meters, up to and including 50 K. W. rated capacity, shall be tested at least once every 36 months.

(f) Self contained polyphase meters of over 50 K. W. rated capacity, shall be tested at least once every 36 months.

(g) Polyphase meters, connected through current transformers or current and potential transformers, to circuits up to and including 50 K. W. rated capacity, shall be tested at least once every 6 months.

(h) Polyphase meters, connected through current transformers or current and potential transformers, to circuits of over 50 K. W. rated capacity, shall be tested at least once every 6 months.

RULE 15. METER TESTING ON REQUEST OF CONSUMERS.

(a) Each utility shall, at any time (when requested in writing by a consumer) upon reasonable notice, test the accuracy of the meter in use by him.

No deposit or payment shall be required from the consumer for such meter test except when a consumer requests a meter test within six months after date of the installation or the last previous test of this meter, in which case he shall be required by the utility to deposit with it, to cover the reasonable cost of such test, an amount not to exceed the following:

(1) For direct current and single phase meters operating on 600 volts or less, up to and including 25 amperes rated capacity of the meter element.....	\$ 1.50
(2) For each additional 50 amperes or fraction thereof.....	.50
(3) For single phase meters above 600 volts, and for polyphase meters, with or without instrument transformers, up to and including 25 K. W. rated capacity of the circuit.....	12.50
(4) For each additional 25 K. W. rated capacity or fraction thereof	2.50

Special rates for meters not included in above classification or so located that the cost is out of proportion to the fee specified, may be approved by the Commission upon application and upon receipt of complete specifications.

(b) The amount so deposited with the utility shall be refunded or credited to the consumer, (as a part of the settlement in the case of a disputed account) if the meter is found, when tested, to register more than 4% fast, otherwise the deposit shall be retained by the utility.

(c) The consumer shall, if he so requests, be present when the utility conducts the test on his meter, or, if he desires, may provide (at his expense) an expert or other representative appointed by him.

(d) A report giving the name of the consumer requesting the test, the date of the request, the location of the premises where the meter has been installed, the type, make, size and serial number of the meter, the date of removal, the date tested, and the result of the test, shall be supplied to such consumer within a reasonable time after the completion of the test.

RULE 16. ADJUSTMENT OF BILLS FOR METER ERROR.

(a) Fast meters. If on test of any electric meter, whether at the request of a consumer or not, it is found to be more than 4 per cent fast, the utility shall refund to the consumer such percentage of the amount of his bills for the period of 60 days, just previous to the removal of such meter from service, or, for the time the meter was in service, not exceeding 60 days, as the meter shall have been shown to be in error by such test in excess of 4 per cent. Provided, however, that if the error was due to some cause, the date of which can be fixed, and which date is within the 60 days' period, herein mentioned, the overcharge shall be computed back to, but not beyond, such time. No part of any minimum service charge shall be refunded.

(b) Slow meters. If on test of any electric meter made by the utility under Rules 14 and 15, whether at the request of a consumer or not, it be found more than 4 per cent slow, the utility may collect from the consumer the amount estimated to be due from the consumer for electricity used but not charged for in bills rendered, not to exceed the sixty days previous to removal of the meter.

OPERATION**RULE 17. STANDARD FREQUENCY.**

Each utility supplying alternating current, shall adopt a standard frequency, the suitability of which may be determined by the Commission, and shall maintain this frequency within 2 per cent plus or minus of standard at all times during which service is supplied; provided, however, that momentary variations of frequency of more than 5 per cent, which are clearly due to no lack of proper equipment or reasonable care on the part of the utility, shall not be construed as a violation of this rule.

RULE 18. STANDARD VOLTAGE.

Each utility shall adopt standard average voltages for its different classes of constant voltage service. The voltage maintained at the utility mains shall at all times be reasonably constant, and the variations in voltage from the average shall in no case exceed the limitations as prescribed by good practice for such classes of service.

For service rendered for lighting purposes plus or minus variations from the standard adopted, should not exceed 6 per cent for service rendered for power, or primarily for power purposes, the voltage variations should not exceed 10 per cent above or below the standard average voltage.

A greater variation of voltage than specified above may be allowed when service is supplied directly from the transmission line, or in a limited or extended area where consumers are widely scattered, and the business done does not justify close voltage regulation. In such cases the best voltage regulation should be provided that is practicable under the circumstances.

Variations in the voltage in excess of those specified, caused by the operation of power apparatus on consumer's premises, which necessarily require large starting current, by the action of the elements, and by infrequent and unavoidable fluctuations of short duration due to station operation, shall not be construed a violation of this rule.

Consumers shall select, install, maintain and operate their electrical equipment so as to cause the least interference with the regulation of the local

light and power system. Squirrel cage induction motors in excess of 20 H.P. must not be installed without the consent of the utility furnishing service.

RULE 19. VOLTAGE SURVEYS AND RECORDS.

Each utility shall provide itself with suitable indicating or recording voltmeters, and shall make a sufficient number of voltage tests periodically so as to insure compliance with the voltage requirements cited above. These tests shall be made at appropriate points upon the utility's distribution lines.

RULE 20. DEPOSITS FROM CONSUMERS AND GUARANTEE PAYMENT OF BILLS.

(a) Each utility may require from any consumer or prospective consumer a deposit intended to guarantee payment of current bills. Such required deposit shall not exceed the amount of an estimated ninety days' bill of such consumer. Interest shall be paid by the utility upon such deposits at the rate of 6 per cent per annum, payable upon the return of the deposit, for the time such deposit was held by the utility and the consumer was served by the utility, provided such period was not less than six months, in which case no interest shall be paid.

(b) Each utility having on hand deposits from consumers or hereafter receiving deposits from them, shall keep records to show:

(1) The name of each consumer making such deposit, (2) the premises occupied by the consumer when the deposit was made, (3) the amount and date of making the deposit, and (4) a record of each transaction concerning such deposit such as payment of interest, interest credited, etc.

(c) Each utility shall issue to every consumer from whom a deposit is received a non-assignable receipt.

(d) Each utility shall provide reasonable ways and means whereby a depositor who makes application for the return of his deposit or any balance to which he is entitled, but is unable to produce the original certificate of deposit or receipt, may not be deprived of his deposit or balance.

RULE 21. DISCONTINUANCE OF SERVICE FOR VIOLATION OF RULES OR NON-PAYMENT OF BILLS.

(a) No utility shall discontinue the service to any consumer for violation of its rules or regulations, or for non-payment of bills without having first tried to induce the consumer to comply with its rules and regulations or to pay his bills.

Service shall actually be discontinued only after at least 24 hours' written notice of such intention shall have been given to the consumer by the utility; provided, however, that where fraudulent use of current is detected, or where a dangerous condition is found to exist on the consumer's premises, the service may be shut off without notice in advance.

Said notice herein prescribed may be given by leaving a copy thereof with such consumer at the premises where such service is rendered, or by mailing same through the United States mail to the consumer's last known postoffice address.

Consumer shall have the privilege of paying delinquent bill at any time prior to actual disconnection of service lines supplying him; provided, that

where the utility dispatches an employee to the premises of any consumer for the purpose of disconnecting service lines, a fee not to exceed one dollar may be added to consumer's delinquent bill to cover cost to utility of dispatching such employee to consumer's premises, which fee must be paid as a part of consumer's delinquent account.

(b) Whenever the service is turned off for violation of rules or regulations, or fraudulent use of current, the utility may make a reasonable charge for the cost of renewing it.

(c) Where a consumer has been required to make a guarantee deposit this shall not relieve consumer of the obligation to pay the service bills when due, but where such deposit has been made and service has been discontinued on account of non-payment of bill, then in such event unless consumer shall, within forty-eight hours after service has been discontinued, apply for reconnection of service and pay the account, then in such event the utility shall apply the deposit of such consumer toward the discharge of such account and shall as soon thereafter as practicable, refund the consumer any excess of the deposit.

RULE 22. REPLACEMENT OF METERS AND CHANGES IN LOCATION OF SERVICE.

(a) Whenever a consumer requests the replacement of the service meter on his premises, such request shall be treated as a request for the test of such meter, and as such, shall fall under the provisions of Rule 15.

(b) Whenever a consumer moves from the location where current is used by him, and thereby requires the disconnecting and/or connecting at a new location of the electric supply, and the same work has been done for him within one year preceding, the utility may make a charge, subject to such charge having been approved by the Commission.

RULE 23. UTILITY MAY WITHHOLD SERVICE UNTIL CUSTOMER COMPLIES WITH RULES AND REGULATIONS.

Any utility may decline to serve a customer or prospective customer until he has complied with the State and municipal regulations on electric service, and the rules and regulations of the utility furnishing the service, provided such rules and regulations have been approved by the Commission.

RULE 24. EXTENT OF SYSTEM ON WHICH UTILITY MUST MAINTAIN SERVICE.

Each electric utility, unless specifically relieved in any case by the Commission from such obligation, shall operate and maintain in safe, efficient and proper condition, all the facilities and instrumentalities used in connection with the regulation, measurement and delivery of electric current to any consumer up to and including the point of delivery into the wiring owned by the consumer.

RULE 25. EXTENSIONS.

Each utility shall adopt rules, subject to the approval of the Commission, under which it will, upon written request for service by a prospective consumer or a group of prospective consumers, located in the same neighborhood, make the extension necessary to give service and furnish service connection or connections.

RULE 26. RATE SCHEDULE—RULES AND REGULATIONS.

(a) Copies of all schedules of rates for service, forms of contracts, charges for service connections and extensions of circuits, and of all rules and regulations covering the relations of consumer and utility, shall be filed by each utility in the office of the Commission. Copies of such rates, rules and regulations shall be furnished consumers or prospective consumers upon request.

(b) Consumers applying for more than one class of service on the same premises shall so arrange their wiring that each class of service can be metered separately, (unless utility has schedule on file covering service to a combination of classes on one meter) and consumers purchasing any particular class of service shall confine the use of current supplied thereunder to the purposes set forth in the rate schedule for such class. Separate meters will be required for each building on the same premises except outhouses and for each separate class of service in the same building except when a commercial lighting consumer occupies the same building in part for residential purposes the utility may supply both the commercial and residential lighting through one meter at the commercial lighting rate, or on rural lines at the rural rate.

(c) Consumers desiring service in excess of 25 H.P. will be required to enter into term contracts with the utility supplying service, for the period established in the schedule of rates filed with the Commission. Failure to enter into contract for the period specified in the rate schedule will entitle the utility to impose a surcharge of five per cent on all bills rendered to such consumers. The utility shall not be required to supply service for a period of less than one year except under rate schedules designed expressly for short term service. In case of initial contracts for service where the investment required of the utility is large, the Commission may require contracts of sufficiently long term to justify the investment, regardless of the provisions of the rate schedule filed for such service.

RULE 27. STATUTORY CONFLICTS.

In any instance in which there may be a conflict between the provisions of the Consolidated Statutes of North Carolina and the foregoing rules, the provisions of the Consolidated Statutes shall apply.

By order of the Commission:
This 20th day of October, 1931.
Docket No. 7196.

R. O. SELF,
Clerk.

ORDER ADOPTING UNIFORM CLASSIFICATION OF ACCOUNTS, CLASSIFYING PUBLIC UTILITIES, AND REQUIRING THE FILING OF ANNUAL AND OTHER REPORTS.**ORDER**

ORDERED, That all individuals, copartnerships, corporations or associations, their lessees, trustees or receivers, engaged in the businesses enumerated in Section 1035 of the Consolidated Statutes, and amendments thereto, shall keep their records of accounts in conformity with the Uniform Classification of Accounts adopted by the National Association of Railroad and Utilities Commissioners and the Interstate Commerce Commission; that all such public

utilities shall file with this Commission annual reports on or before the first day of April of each year for the preceding year ended December thirty-first; that all such public utilities shall file with the Commission special reports from time to time, as requested; and that all such reports shall conform to the following classification and forms, which are based upon the Uniform System of Accounts but which are modified, in some instances, in details of basic accounts;

<i>Description</i>	<i>Classification</i>	<i>Report Form Prescribed</i>
Utilities operating electric properties having annual operating revenues exceeding \$250,000	A	N.C.C.C. Form A
Utilities operating electric and gas properties having annual operating revenues exceeding \$250,000	A	N.C.C.C. Form A
Utilities operating electric, gas and street railway properties having annual operating revenues exceeding \$250,000.....	A	N.C.C.C. Form A
Utilities operating gas properties having annual operating revenues exceeding \$250,000	A	N.C.C.C. Form A
Utilities operating telephone properties having annual operating revenues exceeding \$100,000	A	N.C.C.C. Form T I.C.C. Form M
Utilities operating telegraph and cable properties	A	N.C.C.C. Form A2 I.C.C. Form O
Utilities operating water properties.....	A	N.C.C.C. Form A3
Utilities operating railway express companies	A	N.C.C.C. Form A5 I.C.C. Form H
Utilities operating sleeping car companies	A	N.C.C.C. Form A6 I.C.C. Form I
Utilities operating electric railways (except street railways).....	A	N.C.C.C. Form A7 I.C.C. Form G
Utilities operating motor vehicle common carrier service, having operating revenues exceeding \$50,000.....	A	N.C.C.C. Form A8
Utilities operating electric properties having annual operating revenues of \$50,000, but not over \$250,000.....	B	N.C.C.C. Form A
Utilities operating gas properties having annual operating revenues exceeding \$50,000, but not over \$250,000.....	B	N.C.C.C. Form A
Utilities operating telephone properties having annual operating revenues exceeding \$20,000, but not more than \$100,000	B	N.C.C.C. Form T1 I.C.C. Form N
Utilities operating motor vehicle common carrier service having operating revenue of \$50,000, or less.....	B	N.C.C.C. Form A8
Utilities operating electric properties having annual operating revenues exceeding \$10,000, but not over \$50,000.....	C	N.C.C.C. Form B
Utilities operating gas properties having annual operating revenues exceeding \$10,000, but not over \$50,000.....	C	N.C.C.C. Form A
Utilities operating telephone properties having annual operating revenues of \$20,000, or less.....	C	N.C.C.C. Form T2

<i>Description</i>	<i>Classification</i>	<i>Report Form Prescribed</i>
Utilities operating electric properties having annual revenues of \$10,000, or less	D	N.C.C.C. Form B
Utilities operating gas properties having annual revenues of \$10,000, or less.....	D	N.C.C.C. Form A
Utilities operating steam railroads having operating revenues above \$1,000,000	I	Report Form A Steam
Utilities operating steam railroads having operating revenues above \$100,000 and not exceeding \$1,000,000.....	II	Report Form C Steam
Utilities operating steam railroads having revenues of \$100,000, and less.....	III	Report Form G Steam
Terminal and switching companies.....	III	Report Form D Steam
By order of the Commission:		R. O. SELF,
This November 1, 1931.		<i>Clerk,</i>
Docket No. 7196.		

APPLICATION OF ARTHUR S. IVES AND ROLLAND A. DAVIDSON FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF PHYSICAL PROPERTY OF ALMOND LIGHT AND POWER COMPANY, ALBEMARLE, NORTH CAROLINA.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Upon receipt of application in due form of the above named applicants, authority is, hereby, granted to the applicants to acquire all the physical property of the Almond Light and Power Company in the vicinity of Albemarle, North Carolina, and elsewhere in Stanly County.

The Commission finds that public convenience and necessity requires the granting of this certificate.

By order of the Commission:
This 31st day of October, 1931.
Docket No. 7155.

R. O. SELF,
Clerk.

APPLICATION OF SOUTH EAST PUBLIC SERVICE COMPANY FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF ELECTRIC PROPERTY OWNED BY ARTHUR S. IVES AND ROLLAND A. DAVIDSON, IN STANLY COUNTY, NORTH CAROLINA, NEAR ALBEMARLE.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Upon receipt of application in due form of the above named applicant, authority is hereby granted to the applicant to acquire the electric property owned by Arthur S. Ives and Rolland A. Davidson, in Stanly County, North Carolina, near Albemarle.

The Commission finds that public convenience and necessity requires the granting of this certificate.

By order of the Commission:
This 31st day of October, 1931.
Docket No. 7155.

R. O. SELF,
Clerk.

RE: CAROLINA POWER & LIGHT COMPANY APPLICATION FOR RESCIS-
SION OF ORDER WITH RESPECT TO DEPRECIATION RESERVE AL-
LOCATED TO STREET RAILWAY DEPARTMENT OF FORMER ASHE-
VILLE POWER & LIGHT COMPANY.

ORDER

Whereas, this proceeding came on to be heard at the office of this Commission in Raleigh, on the 21st day of July, 1932, pursuant to Petition filed the 16th day of July, 1932, and

Whereas, it was shown for and on behalf of the Petitioner, Carolina Power & Light Company, that the street railway property of the former Asheville Power and Light Company (now owned by said Carolina Power & Light Company), after payment of operating expenses, has not earned the amount of \$53,199.93 required by the order of this Commission dated September 25, 1919, to be set aside and added to the depreciation reserve of the former Asheville Power and Light Company; and

Whereas, conditions affecting the operation of street railway property have grown steadily worse since the entering of said order dated September 25, 1919, so that the requirement of said order with respect to the setting aside of a depreciation reserve from the earnings of the street railway property of the former Asheville Power and Light Company has, by virtue of circumstances which could not have been foreseen at the time of the entering of said order, become unjust and unreasonable:

Now therefore, it is

ORDERED that so much of said order of this Commission dated September 25, 1919, as requires Carolina Power & Light Company, as the successor in interest of Asheville Power and Light Company, to allocate to the street railway property formerly owned by Asheville Power and Light Company a proportion or any proportion of said Carolina Power & Light Company's depreciation reserve or fund or to set aside any sum or sums, annually or otherwise, from the earnings of said street railway property to be added to such depreciation reserve or fund, or to credit to such depreciation reserve or fund interest from so much thereof as is not expended for replacement of depreciable property, be, and the same hereby is rescinded, annulled and cancelled as of the date of this order; and

It is further

ORDERED that Carolina Power & Light Company be, and it hereby is, authorized to add to and commingle with its general depreciation reserve, to become an integral part of such general depreciation reserve, any and all sums or funds set aside pursuant to said order of this Commission dated September 25, 1919.

By order of the Commission:

This 21st day of July, 1932.

W. T. LEE,
Chairman.

Attest:

R. O. SELF, *Clerk.*

Docket No. 7313.

IN THE MATTER OF THE APPLICATION OF THE CAROLINA MOUNTAIN POWER CORPORATION OF THE STATE OF DELAWARE FOR A CERTIFICATE OF CONVENIENCE AND NECESSITY, AUTHORIZING ITS PURCHASE OF THE PROPERTY OF THE CAROLINA MOUNTAIN POWER COMPANY LOCATED AT LAKE LURE IN THE STATE OF NORTH CAROLINA.

CERTIFICATE OF CONVENIENCE AND NECESSITY

At a meeting of the Corporation Commission of the State of North Carolina held in its office at Raleigh, N. C., at eleven o'clock, a.m., August 13, 1931, the above named corporation having duly made application to the Corporation Commission for a certificate of convenience and necessity to acquire the properties of the Carolina Mountain Power Company located at and in the vicinity of Lake Lure, North Carolina, and the petitioner having complied with the rules of this Commission with reference to such application, the Commission further finds:

1. That the Carolina Mountain Power Company has been in the hands of receivers under the jurisdiction of the Federal Court of the Western District of North Carolina and that the Federal Judge of that district has signed an order directing the receivers and referees to execute a deed to the Carolina Mountain Power Corporation upon the payment of the purchase price approved.
2. That the Carolina Mountain Power Company has built a lake and from the impounded waters of such lake generates electricity, which places it in the public utility class.
3. That the purchaser is ready to pay the price and take the deed as ordered and approved by the Court.

Now, therefore, this Commission finds that public convenience and necessity requires the authorization requested as proposed in the application; therefore, it is

ORDERED, That the petition be granted, effective immediately.

By order of the Commission:

R. O. SELF,
Clerk.

Dated at Raleigh, N. C.

This 13th day of August, 1931.

Docket No. 7103.

IN THE MATTER OF DISCONTINUING THE OPERATION OF STREET RAILWAY CARS OVER CAROLINA POWER & LIGHT COMPANY'S GLENWOOD AVENUE LINE WITHIN AND OUTSIDE THE LIMITS OF THE CITY OF RALEIGH AND SUBSTITUTING THE OPERATION OF MOTOR BUSES THEREFOR OVER A PORTION OF SAID LINE.

ORDER

Upon the petition in the above matter, filed with the North Carolina Corporation Commission by the Carolina Power & Light Company on the eighth day of December, 1931, it is hereby

ORDERED, That a hearing be held by the Commission at its office in the City of Raleigh, North Carolina, on Thursday, January 7, 1932, at 2:30 o'clock p.m., and that notice of said hearing be given to the public by the publication

of attached notice in three consecutive issues prior to December 25, 1931, in *The Raleigh Times* and in *The News and Observer*, newspapers published in the City of Raleigh, North Carolina, and that the petitioner be required to pay the cost of advertising.

By order of the Commission:
This 12th day of December, 1931.
Docket No. 7179.

R. O. SELF,
Clerk.

NOTICE OF HEARING UPON PETITION FILED BY CAROLINA POWER
& LIGHT COMPANY WITH THE NORTH CAROLINA CORPORATION
COMMISSION ON DECEMBER 8, 1931.

To whom it may concern:

Notice is hereby given that the Carolina Power & Light Company, on the eighth day of December, 1931, filed with the North Carolina Corporation Commission a petition, in which the Carolina Power & Light Company asks that the Commission make an order:

(1) Approving the agreement entered into between the petitioner and the City of Raleigh and authorizing the petitioner to discontinue the operation of street cars and to substitute motor buses therefor over and along the following streets in the City of Raleigh, to-wit: Glenwood Avenue, South West Street, Hargett Street, Dawson Street, and that portion of Martin Street between Dawson Street and Fayetteville Street;

(2) Authorizing the petitioner to discontinue the operation of street railway cars over petitioner's Glenwood Avenue line beyond the City limits and to remove its trackage and overhead equipment used exclusively for the operation of street cars, and to substitute motor bus service over and along that portion of its said Glenwood Avenue line between the City of Raleigh and the junction point of Glenwood Avenue, Ridgecrest Road and Lassiter's Mill Road;

(3) Granting a Certificate of Convenience and Necessity to petitioner, covering the operation of said motor buses.

And further, notice is hereby given that pursuant to an order made by the Corporation Commission on the twelfth day of December, 1931, the Commission will hold a public hearing in its office in the State Departments Building, at the corner of Edenton and Salisbury streets in the city of Raleigh, at 2:30 o'clock p.m., on Thursday, January 7, 1932, at which time the public, or any member thereof, will be given an opportunity to be heard in favor of or against the granting of said petition.

By order of the Commission:
This 12th day of December, 1931
Docket No. 7179.

R. O. SELF,
Clerk.

IN THE MATTER OF DISCONTINUING THE OPERATION OF STREET
RAILWAY CARS OVER CAROLINA POWER & LIGHT COMPANY'S
GLENWOOD AVENUE LINE WITHIN AND OUTSIDE THE LIMITS OF
THE CITY OF RALEIGH, AND SUBSTITUTING THE OPERATION OF
MOTOR BUSES THEREFOR OVER A PORTION OF SAID LINE.

ORDER

This cause coming on to be heard and being heard before the North Carolina Corporation Commission at 2:30 o'clock p. m., on January 7, 1932, and it appearing to the Commission, and the Commission finding as facts:

I. That the Carolina Power & Light Company, a public service corporation, duly filed its petition herein with the Commission on the 8th day of December, 1931, and that the Commission, on the 12th day of December, 1931, made an order providing for a public hearing upon the said petition on the 7th day of January, 1932, at 2:30 o'clock p.m., and providing that notice of said public hearing be published in the *Raleigh News and Observer* and the *Raleigh Times*, two daily newspapers published in the City of Raleigh and having a general circulation within the City and surrounding territory, and that, pursuant to said order, said notice was duly published.

II. That no answer to the petition has been filed and no written protest has been made against the granting of the order asked for in said petition; that a number of citizens appeared at the hearing, including representatives of the City of Raleigh and the Chamber of Commerce of the City of Raleigh; one citizen living beyond the limits of the City of Raleigh and in the vicinity of the Carolina Country Club appeared at the hearing to request that the buses to be substituted for street cars be operated beyond the city limits into the vicinity of the Carolina Country Club.

III. That Carolina Power & Light Company owns an electric street railway system, which it operates wholly within the City of Raleigh, except a portion of one line thereof which runs over and along Glenwood Avenue beyond the City limits to the vicinity of the Carolina Country Club.

IV. That the North Carolina Highway Commission contemplates the construction of a new hard surfaced highway between the City of Raleigh and the City of Durham in order to relieve the congestion of traffic and provide greater safety to the public; that the proposed new State Highway, when constructed, will be routed into the City of Raleigh over and along Glenwood Avenue, provided the operation of electric street railway cars over and along Glenwood Avenue is discontinued; that said Avenue is the only accessible route into the City of Raleigh for said proposed highway, for the reason that other avenues of approach are too restricted in width and constitute a hazard to the traveling public.

V. That the City of Raleigh and the Carolina Power & Light Company, at the request of a special committee of the Chamber of Commerce of the City, and in order to improve traffic conditions and provide for the greater safety and convenience of the public, have entered into an agreement, a copy of which has been filed with the Commission, providing, at the expense of Carolina Power & Light Company, (1) for the discontinuance of the operation of street railway cars over and along Glenwood Avenue, South West Street, Hargett Street, Dawson Street, and that portion of Martin Street between Dawson Street and Fayetteville Street; (2) for the substitution of motor buses over and along the route within the City now traversed by the said Glenwood Avenue street cars; (3) for the removal of certain trackage and overhead equipment used exclusively for the operation of street cars; and (4) for certain construction work, including street paving and street surfacing, along the above named streets.

VI. That in the operation of that portion of said Glenwood Avenue line from the Lassiter Mill Road crossing to the end of the line, the Carolina Power & Light Company is carrying an average of less than one (1) passen-

ger per street car trip and is annually sustaining, in the operation of said portion of said line, an out-of-pocket loss of One Thousand Six Hundred and Thirty-five (\$1,635.00) Dollars, exclusive of general office expenses, taxes, depreciation, and interest on investment.

VII. That the number of passengers carried over the Raleigh street railway system as a whole has continuously decreased since 1925 and likewise the gross operating revenues from the operation of the street railway system have decreased to the extent that during the twelve months ending July 31, 1931, the gross revenues were Seventy-one Thousand Two Hundred Four and 50/100 (\$71,204.50) Dollars less than the gross revenues of 1925.

VIII. That the Raleigh street railway properties of the Carolina Power & Light Company were valued by J. G. White Company as of September 1, 1920, based on the previous ten years average prices, at the sum of Six Hundred Fifty-four Thousand One Hundred and Thirty-two (\$654,132.00) Dollars; that the total operating revenues from the system for the twelve months ending July 31, 1931, were One Hundred Forty-one Thousand Four Hundred Eighty-six and 50/100 (\$141,486.50) Dollars, and the total operating expenses for the same period were One Hundred Twenty-two Thousand Nine Hundred Eighty and 71/100 (\$122,980.71) Dollars, leaving the sum of Eighteen Thousand Five Hundred Five and 79/100 (\$18,505.79) Dollars as net from operations, before depreciation, during said twelve months' period, which said sum does not constitute a fair and reasonable return upon the present fair value of the street railway properties.

IX. That in addition to substituting motor buses for the electric street railway cars within the City of Raleigh over and along the route now traversed within the City by the Glenwood Avenue street railway cars, as provided for in the contract entered into between Carolina Power & Light Company and the City of Raleigh, the Carolina Power & Light Company now proposes to extend the operation of said motor buses beyond the city limits of Raleigh along said Glenwood Avenue to the junction point of said Avenue with Ridgecrest Road and Lassiter's Mill Road.

X. That the operation of buses instead of street cars over and along the several streets now traversed by the Glenwood Avenue street railway cars will reduce the congestion in traffic over and along said streets and will afford greater safety and protection to the public against injuries to persons and property; that the operation of said buses is a public necessity and will greatly promote public convenience.

It is therefore,

ORDERED, ADJUDGED AND DECREED:

1. That all those portions of the contract dated November 28, 1931, entered into between the City of Raleigh and Carolina Power & Light Company which require approval by the North Carolina Corporation Commission be and the same are in all respects hereby approved, and the Carolina Power & Light Company is hereby authorized and empowered to permanently discontinue the operation of street cars over and along Glenwood Avenue, South West Street, Hargett Street, Dawson Street, and that portion of Martin Street between Dawson Street and Fayetteville Street, and to remove such of the trackage and overhead equipment used exclusively in the operation of said

street railway cars, as provided for in the aforesaid contract between Carolina Power & Light Company and the City of Raleigh, and is further authorized and empowered to permanently discontinue the operation of electric street railway cars over and along that portion of the Glenwood Avenue line which extends from the limits of the City of Raleigh to the vicinity of the Carolina Country Club, and to remove its trackage and overhead equipment used exclusively in the operation of said electric street railway cars, provided Carolina Power & Light Company shall substitute motor buses for the electric street railway cars which are to be discontinued over and along Glenwood Avenue within the City of Raleigh, South West Street, Hargett Street, Dawson Street and that portion of Martin Street between Dawson Street and Fayetteville Street and over and along the remainder of the route traversed by the Glenwood Avenue electric railway cars, and provided it shall substitute motor buses over and along Glenwood Avenue between the limits of the City of Raleigh and the point of intersection of Glenwood Avenue, Ridgecrest Road and Lassiter's Mill Road. In the interest of the convenience of the public, the routing of said buses may be changed from time to time, with the consent and approval of the Commissioners of the City of Raleigh, to other portions of the above named streets or to other streets within the City. Subject to the right of the North Carolina Corporation Commission to fix the fares and tolls charged passengers upon said buses, the fares and tolls now charged passengers on street cars within the City of Raleigh shall be applicable to said motor buses and that, for a continuous trip, transfer tickets shall on demand be issued to passengers on said motor buses, which transfer tickets shall be good upon street cars and, in like manner, transfer tickets issued to passengers on street cars shall be good upon said motor buses.

2. That the operation of buses by the Carolina Power & Light Company as provided for in the contract dated November 28, 1931, entered into by and between said Company and the City of Raleigh, is a public necessity and will promote the convenience of the public, and a Certificate of Convenience and Necessity authorizing the operation of said buses is hereby ordered issued under Chapter 455 of the Public Laws of 1931.

3. That the costs of publishing the notices of this hearing be paid by the petitioner, Carolina Power & Light Company.

By order of the Commission:

W. T. LEE,
Chairman.

Attest:

R. O. SELF, *Clerk.*

This January 11, 1932.

Docket No. 7179.

IN THE MATTER OF DISCONTINUING THE OPERATION OF STREET RAILWAY CARS OVER CAROLINA POWER & LIGHT COMPANY'S GLENWOOD AVENUE LINE WITHIN AND OUTSIDE THE LIMITS OF THE CITY OF RALEIGH AND SUBSTITUTING THE OPERATION OF MOTOR BUSES THEREFOR OVER A PORTION OF SAID LINE.

ORDER OVERRULING EXCEPTIONS

This cause came on to be heard before the North Carolina Corporation Commission at 2:30 o'clock p.m., on January 7, 1932, and thereafter an order was made by the Commission, granting the relief prayed for in the petition. Thereafter, on January 15, 1932, M. A. Rushton, a citizen living outside of the limits of the City of Raleigh and in the vicinity of the Carolina Country Club, filed an exception to the order of the Commission on the ground that the Commission had no power or authority to make said order. The Commission conducted an open hearing on March 25, 1932, at 2:30 o'clock p.m., upon the exception filed by the said M. A. Rushton, at which time counsel for the said M. A. Rushton filed a further exception to the order of the Commission upon the ground that said order was discriminatory. Although the last exception was not filed in apt time, the Commission gave consideration to both of the exceptions, and is of the opinion that the Commission had the power and authority to make the said order and that said order is not discriminatory, and

It is, now,

ORDERED, ADJUDGED AND DECREED, That the exceptions filed by the said M. A. Rushton be, and they are hereby, overruled and dismissed.

By order of the Commission:

R. O. SELF,

This May 4, 1932.

Clerk.

Docket No. 7179.

APPLICATION OF SOUTHERN PUBLIC UTILITIES COMPANY FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF THE ELECTRIC GENERATING AND DISTRIBUTING SYSTEMS OF THE NATIONAL UTILITIES COMPANY OF NORTH CAROLINA AT MARION, NORTH CAROLINA.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Upon receipt of application in due form of the above-named applicant to acquire the physical property of the electric generating and distributing systems of the National Utilities Company of North Carolina at Marion, North Carolina, the Commission, after due consideration thereof, finds that public convenience and necessity require the granting of the certificate; therefore, it is

ORDERED, That the certificate be, and it is hereby, granted.

By order of the Commission:

R. O. SELF,

This 20th day of February, 1932.

Clerk.

Docket No. 7231.

IN RE: COMPLAINT OF NORTHWEST CAROLINA UTILITIES, INCORPORATED, G. T. ROBBINS, MANAGER, BLOWING ROCK, NORTH CAROLINA v. C. E. HAMBY, WARRENSVILLE, NORTH CAROLINA.

ORDER

This complaint having been made by the above-named company against its competitor, Mr. C. E. Hamby, of Warrentsville, North Carolina, alleging that Mr. Hamby is operating a small power plant there; that he has, during the past year or more, taken practically all the customers away from the Northwest Carolina Utilities, Incorporated, in that community by the application of unauthorized electric light and power rates; and, that he has not secured from the North Carolina Corporation Commission certificate of public convenience and necessity for the construction of transmission lines, required under Sec. 1037 (e), Chapter 21, Article 3, Vol. I, Consolidated Statutes, it is

ORDERED, That the said C. E. Hamby appear before this Commission on January 26, 1932, and show cause why he has failed to comply with the statutes with reference to obtaining approval of his tariffs and securing certificate of public convenience and necessity covering the construction of transmission lines.

By order of the Commission:
This 12th day of January, 1932.
Docket No. 7030.

R. O. SELF,
Clerk.

IN RE: COMPLAINT OF THE NORTHWEST CAROLINA UTILITIES, INCORPORATED, G. T. ROBBINS, MANAGER, BLOWING ROCK, N. C. v. C. E. HAMBY, WARRENSVILLE, N. C.

ORDER AMENDING ORDER OF JANUARY 12, 1932

Whereas, the Commission made an order on January 12, 1932, with reference to the above subject, citing the said Respondent to appear at the office of the Commission and show certain things named in said order, and whereas it appears that the date named therein may greatly inconvenience the respondent and his attorney, it is

ORDERED, That the said order of January 12, 1932, be, and the same is hereby, cancelled pending conference between the respondent, or his attorney, and the Commission.

By order of the Commission:
This 13th day of January, 1932.
Docket No. 7030.

R. O. SELF,
Clerk.

PIEDMONT UTILITIES COMPANY

METERED SERVICE, RESIDENCE, COMMERCIAL, AND CHURCH
LIGHTING AND FUEL

CHARACTER OF SERVICE:

Continuous service twenty-four hours per day in Hickory, West Hickory, Highland, Longview, Newton, Conover, Lenoir, Granite Falls, and Hudson, N. C.

Schedule A

RATES: (Block based on quantity of gas consumed per month).

First one thousand cubic feet of gas consumed per meter per month	\$2.20
Next two thousand cubic feet of gas consumed.....	1.90
Next two thousand cubic feet of gas consumed.....	1.80
Next five thousand cubic feet of gas consumed.....	1.70
Next ten thousand cubic feet of gas consumed.....	1.65
Next ten thousand cubic feet of gas consumed.....	1.55
All over thirty thousand cubic feet of gas consumed.....	1.45

*Schedule B**Minimum Monthly Bill*

Optional water heating rate and refrigerating rate to apply to gas consumed through one meter per month.

First fifteen hundred cubic feet of gas consumed to be paid for at the regular rate; all over fifteen hundred cubic feet consumed \$1.20. Providing same is on a yearly contract basis for the first fifteen hundred cubic feet consumed.

Schedule C

Optional industrial block rate.

First three thousand cubic feet of gas consumed by one meter per month, to be paid for at the regular rate.

Next twenty-two thousand cubic feet consumed.....	\$1.20
Next twenty-five thousand cubic feet consumed.....	1.10
Over fifty thousand cubic feet consumed.....	1.00

Provided same is on a yearly contract basis for the first three thousand cubic feet consumed.

DISCOUNT:

When bills are paid on or before the tenth of the month following that in which the gas was consumed, then the rates as given shall be decreased 10 cents for each thousand cubic feet of gas consumed or fraction thereof. When the tenth of the month falls upon Sunday or a holiday, the following day shall be considered the last day for the payment of the bill without loss of discount.

Remittance in payment of bills sent by mail on or previous to the last day for payment of bills net, as evidenced by the U. S. Postoffice date stamp prior to the hour of closing Company's office will be accepted as a tender of payment within the period when bills can be paid without loss of discount.

METER RESET CHARGE:

In case a meter is removed for non-payment of bill or upon request of consumer, a payment of \$1.50 in advance shall be made for reinstallation of meter.

TERMS OF CONTRACT:

Contract will be made for thirty days and will continue thereafter until terminated by notice, except in the case of yearly contracts.

Schedule D

Special contracts will be made with large or small consumers for heat, light and power, where said contracts are in behalf of, and for the benefit of both consumer and company commensurate with the service rendered by consumer and company with a time limit of the contract and the cost of supplying such service.

SPECIAL HOUSE HEATING RATE:

October 1 to April 30, inclusive.

\$2.00 per thousand cubic feet of hourly demand.

Next 10,000 cubic feet of gas consumed.....\$.85 per thousand

Next 20,000 cubic feet of gas consumed......75 per thousand

All over and above stated amount......70 per thousand

SPECIAL RATE TO EMPLOYEES:

The Piedmont Utilities Company will sell gas to their employees for cooking, water heating and refrigeration at the rate of \$1.10 per thousand feet of gas consumed with a minimum bill of \$1.50 per month.

Effective May 1, 1931.

R. O. SELF,

Order April 2, 1931.

Clerk.

Docket No. 7046.

IN RE: PETITION OF SOUTHERN PUBLIC UTILITIES COMPANY TO CONSOLIDATE WITH ITS PROPERTY THAT OF THE NORTH CAROLINA PUBLIC SERVICE COMPANY, CALDWELL POWER COMPANY, BRADLEY ELECTRIC COMPANY, COUNTY SERVICE COMPANY, AND SURRY POWER COMPANY.

ORDER

The above petition having been filed with the Commission for the Southern Public Utilities Company to consolidate with it the property of the companies above-named, said consolidation to be effective as of July 1, 1932, and the Commission having heard this matter on July 27, in its office in Raleigh, it is

ORDERED, That the petition be granted and that the Southern Public Utilities Company be, and it is hereby, authorized to acquire the properties of the companies named in its application.

By order of the Commission:

R. O. SELF,

This 3d day of August, 1932.

Clerk.

Docket No. 7324.

APPLICATION OF TIDE WATER POWER COMPANY FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF THE ELECTRIC DISTRIBUTION SYSTEM AND WATER PLANT AND DISTRIBUTION SYSTEM IN THE TOWN OF BEAUFORT, CARTERET COUNTY, NORTH CAROLINA.

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Upon receipt of application in due form of the above-named applicant to acquire the physical property of the electric distribution system and

the water plant and distribution system in the Town of Beaufort, Carteret County, North Carolina, the Commission, after due consideration thereof, finds that public convenience and necessity require the granting of the certificate; therefore, it is

ORDERED, That the certificate be, and it is hereby, granted.

By order of the Commission:

R. O. SELF,
Clerk.

This 9th day of November, 1931.

Docket No. 7160.

CITY OF WILMINGTON, *Petitioner* v. TIDE WATER POWER
COMPANY, *Respondent*

ORDER

This petition was filed September 6, 1929, and was set for hearing at 11 o'clock a.m., Tuesday, November 19, 1929.

The Petitioner stated that it desired the Commission to appoint engineers to make an appraisal of the property. The Respondent stated that it had an appraisal of its properties, as of January 1, 1929, made by Loeb and Shaw of New York City, and that it had been brought up to October, 1929.

The Commission then made an order that the appraisal of the properties of the Tide Water Power Company made by Loeb and Shaw, engineers, dated January 1, 1929, with amendments thereto bringing said appraisal up to October 31, 1929, be submitted to the counsel for the City of Wilmington for study, together with a detailed statement of the receipts and disbursements of the company from March 1, 1929, to October 31, 1929; and, said cause was continued for hearing at a date to be fixed after the City of Wilmington had notified this Commission of its readiness for hearing.

In due course, the Commission was advised by the City of Wilmington of its readiness and hearing was set for May 19, 1930. The matter was heard on that date and continued for four days.

The Tide Water Power Company has general offices in the City of Wilmington and supplies Wilmington and more than forty small towns in New Hanover and adjoining counties with electricity. Its gas properties, upon request of the complainant, were eliminated from this case. It also has properties in the vicinity of Kinston, known as the Carolina Gas and Electric Company, which has no physical connection with the other electric properties mentioned above. It is a North Carolina corporation, as evidenced by Chapter 183, Private Laws of 1907.

The Respondent's appraisal, as made, was delivered to Petitioner's attorneys, who, with its engineers and accountants, made an exhaustive review and presented it with evidence accompanied by brief in detail. Since the appraisal was made for financing purposes, at a time when such properties were looked upon with great favor for speculation, its value is in excess of that which this Commission would recognize for rate-making purposes; and, on the other hand, the Petitioner would include values, depreciations and deductions, which, when taken as a whole, would reduce the value below a reasonable base for rate-making.

To illustrate the wide difference in opinions of the contestants in this case, reference is made to the second paragraph of Section 9 of Petitioner's brief:

We respectfully call to the Commission's attention our Exhibit No. 8, in Exhibit No. 1, Report 402, of Mees and Mees, Inc., in which it is shown that Loeb and Shaw's valuation of the Electric Department, with which we are only dealing and not considering the Gas and Railway Department, and that on said Exhibit it will be noted that Loeb and Shaw estimate the value of the Electric Department property at \$3,898,635, which is shown as "Reproduction Cost—New," and after taking off depreciation they show the net value of the Electric Department at \$3,666,834.00, whereas Mees and Mees estimate the "Reproduction Cost—New" of the Electric Department, at \$2,536,000.00, and after allowing what the complainant respectfully submits is the proper depreciation, we arrive at the net value of the Electric Department property at \$1,975,000.00.

The following is taken from Page 40, Respondent's brief:

It will be seen from the figures on this page that the reproduction value, less depreciation, of the company's electrical property is \$5,000,000.00. The gross revenue year ending March 31, 1930, is \$956,773.83, less operation expenses of \$520,990.95, leaves net operating earnings available for depreciation and fair return of \$435,782.88. From this should be deducted depreciation of 4 per cent on depreciable property, amounting to \$150,202.64, which leaves a balance available for fair return on a rate base of \$285,580.24. A fair return of 8 per cent, as we contend we are entitled to receive on \$5,000,000.00, would be \$400,000.00, and the difference between the actual return the defendant is now receiving of \$285,580.24 and the amount which we are entitled to receive of \$400,000.00, leaves a deficiency in the fair return to the company of \$114,414.76, or 2.29 per cent deficiency of fair return.

The foregoing quotations are mentioned largely for the purpose of showing the debatable difference. Arbitrary cost allocations play so large a part in such studies and qualified experts differ so strongly on the proper allocations of large items of cost that the most elaborate appraisals, fortified by charts and tables, setting forth periods of experience and averages from the best general practices of such utilities, are in the end largely reduced to matters of opinion.

A study of these appraisals, made by two reputable engineering firms, leads one to conclude that there is no definitely fixed basis for determining the fair value of property used in public service, although the courts have set up certain elements of value which must be considered and included in any basis which may be established.

In considering the values involved in this case, the Commission has had the benefit of the result of a general study of a large number of power plants scattered over the United States, reduced to a unit basis for purposes of comparison, and in addition thereto makes reference to an article published in "The Annalist" April 18, 1930, by W. M. Carpenter, giving a summary of a nine year study of values. These documents are not used as evidence of the value of Respondent's property in this proceeding, but they assist in reconciling the wide variation of contentions of the parties as to the value of the property in question.

Early regulation was handicapped by lack of suitable standards by which to determine reasonable rates. This standard was supplied by the United States Supreme Court in the famous case, *Smythe v. Ames*, in 1898. For many years, little difficulty was found with the standards as laid down by the court, and commissions proceeded to establish a general cost system of rate making with the general idea that reasonable rates are to be measured by the cost of service, including in cost the return required upon capital investment. Wherever they found the amount of capital investment uncertain, they made an appraisal of the property to supply a reasonable substitute figure. This development of policy promised to be effective; and, except for high prices during the war, would probably have become generally established and accepted as a part of the law of the land. The war with its upheaval of price levels and construction costs, caused the utilities to demand a "fair value" of the properties upon reproduction cost, to take into account the new level of prices rather than the actual cost as had been generally adopted. The court, this time, declared that the "fair value" must be established as of the time when the rates were under consideration and must, therefore, make allowance for the shift in the price level and the reproduction cost. Sound reasoning dictates that the consistent application of the Supreme Court rule with reference to the rate base can not be deemed unfair; and, in obedience to this mandate, the reproduction value, less depreciation, of the electric properties involved is hereby fixed at \$3,106,683.00.

The Commission finds that some of the present rates are excessive and not only out of proportion when compared to a fair return upon the present fair value, but are too high to easily permit the increased use of electricity to keep abreast the normal development of a modern community. It is thought that rates should be so set up that a slight increase in consumption will not be reflected in the highest bracket of the rate; to do so is not good merchandising. In the opinion of the Commission, the best rates are set up with a definite minimum, easily arrived at, for which a minimum consumption is permitted, and the revenue obtained from the sale of the actual commodity at so low a cost that its use may be increased.

The reductions which this order contemplates, when applied to the revenue of the company for the twelve months' period ending March 31, 1930, have the effect of reducing the annual revenue approximately \$63,900.00. For the same period, this will leave for fair return \$248,534.64 (or 8%); and \$123,348.24, or slightly less than 4 per cent for depreciation. The depreciation deficiency below 4 per cent may be made up in a closer calculation of the application of the proposed schedules, and the item when considered in money value is no doubt sufficient for the reason that the valuation is liberal; therefore, the Tide Water Power Company is hereby

ORDERED to file with this Commission as early as practicable, effective on meter readings on and after March 1, 1931, the following:

1. Revised schedule for metered Residential Lighting Service to consumers in New Hanover County and Rocky Point, said schedule to comprise a total and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

2. Revised schedule for metered Residential Lighting Service to consumers on Transmission Line, said schedule to comprise a total and,

and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

3. Revised schedule for metered Residential Combination Lighting and Heating Service, said schedule for uses in excess of 75 K.W.H. per month to comprise an average and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

4. Revised schedule for metered Commercial Lighting Service to consumers in New Hanover County and Rocky Point, said schedule to comprise a total and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

5. Revised schedule for metered Commercial Lighting Service to consumers on Transmission Line, said schedule to comprise a total and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

6. Revised schedule for Small Power Service to consumers in New Hanover County, said schedule, for connected loads of 10 h.p. and above and for use in excess of the present minimum charge, to comprise an average and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

7. Revised schedule for Small Power Service to consumers on Transmission Line, said schedule, for connected loads of 10 h.p. and above and for use in excess of the present minimum charge, to comprise an average and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

8. Revised schedule for Medium Power Service to consumers in New Hanover County, said schedule for connected loads of 25 h.p. and above and for use in excess of the present minimum charge, to comprise an average and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

9. Revised schedule for Medium Power Service to consumers on Transmission Line, said schedule for connected loads of 25 h.p. and above and for use in excess of the present minimum charge, to comprise an average and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

10. Revised schedule for Large Power Service to consumers in New Hanover County, said schedule for connected loads of 100 h.p. and above and for use in excess of the present minimum charge, to comprise an average and, as nearly as practicable, a uniform reduction of 8 per cent under the schedule now being charged for this class of service.

11. Revised schedule for Large Power Service to consumers on Transmission Line, said schedule for connected loads of 100 h.p. and above and for use in excess of the present minimum charge to comprise an average and, as nearly as practicable, a uniform reduction of 8 per cent under the schedule now being charged for this class of service.

12. Revised schedule for Large Cotton Mill Power, comprising, for use in excess of the present minimum charge, an average and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

13. Revised schedule applicable to City Water Works, comprising, for use in excess of the present minimum charge, an average and, as nearly as practicable, a uniform reduction of 10 per cent under the schedule now being charged for this class of service.

IT IS FURTHER ORDERED, That, within a reasonable time after the expiration of six months after March 1, 1931, the said Tide Water Power Company file for each of the above revised schedules, properly verified, rate curves, or other comparative data, showing in suitable form the revenue

which would have been received during this period if the revised schedules had not been effective and the revenue actually received during the same period under the revised schedules, and the difference, or loss in revenue, occasioned by the application of the revised schedules to the consumption for this period.

By order of the Commission:
This 19th day of February, 1931.
Docket No. 6805.

R. O. SELF,
Clerk.

CITY OF WILMINGTON v. TIDE WATER POWER COMPANY

AMENDMENT TO ORDER OF FEBRUARY 19, 1931

In an order which the Commission issued on February 19, 1931, with reference to the valuation of the electric properties of the Tide Water Power Company and the establishment of rates thereunder, the question has been raised as to whether or not the valuation found included properties formerly known as Carolina Gas and Electric Company, in the vicinity of Kinston; and, while the order referred to above did not specifically exempt this property, the order did state there was no physical connection between this property in the vicinity of Kinston and the properties composing the Wilmington district. The Commission is informed that physical connection of these properties has been made recently, since the filing of the petition in this case; therefore, it is

ORDERED, That the valuation of the electric properties of the Tide Water Power Company found by the Commission in its Order of February 19, 1931, referred to above, does not include the valuation of the properties nor does it affect the rates of what is known as the Carolina Gas and Electric Company properties.

By order of the Commission:
This 3d day of March, 1931.
Docket No. 6805.

R. O. SELF,
Clerk.

IN RE: HART COTTON MILLS AND FOUNTAIN COTTON MILLS v. VIRGINIA ELECTRIC AND POWER COMPANY

ORDER

Now comes the Virginia Electric and Power Company and moves to be allowed further time to answer complaints filed with the Commission by the Hart Cotton Mills and the Fountain Cotton Mills. Respondent in this case asks for approximately thirty days from January 23, 1931; but, inasmuch as the Commission had already given one thirty-day extension, it is now of the opinion that an additional ten days will probably be sufficient; therefore, it is

ORDERED, That the Virginia Electric and Power Company be, and is hereby, granted an extension of time for filing answers in the above complaints until and including February 2, 1931.

By order of the Commission:
This 21st day of January, 1931.
Docket Nos. 6985 and 6986.

R. O. SELF,
Clerk.

HART COTTON MILLS, INCORPORATED v. VIRGINIA ELECTRIC AND
POWER COMPANY

ORDER DISMISSING CAUSE

This cause coming on for consideration upon motion filed this day by attorneys for petitioner, and it appearing to the Commission that all matters in controversy between the parties have been fully settled and determined; it is, now, therefore,

ORDERED, That this proceeding be, and it is hereby, dismissed.

By order of the Commission:

R. O. SELF,

This 20th day of May, 1932.

Clerk.

Docket No. 6985.

FOUNTAIN COTTON MILLS, INCORPORATED v. VIRGINIA ELECTRIC
AND POWER COMPANY

ORDER DISMISSING CAUSE

This cause coming on for consideration upon motion filed this day by attorneys for petitioner, and it appearing to the Commission that all matters in controversy between the parties have been fully settled and determined; it is, now, therefore,

ORDERED, That this proceeding be, and it is hereby, dismissed.

By order of the Commission:

R. O. SELF,

This 20th day of May, 1932.

Clerk.

Docket No. 6986.

IN RE: PETITION OF JAMES BARBER ESTATE TO ABANDON CERTAIN
WATER UTILITY PROPERTIES IN THE VICINITY OF LAKEVIEW,
NORTH CAROLINA.

ORDER

This petition was filed by the James Barber Estate. Mr. Barber, a non-resident of this State, had purchased property at Lakeview, N. C., from the Lakeview Improvement Company and in this property was a deep well, which the former Improvement Company had located for the purpose of pumping water for the residences, which had been built on lots sold by the Improvement Company. After Mr. Barber's death the representatives of his estate in New Jersey were required under the law of that State to close out the administration thereof, which necessitated disposing of this property. The estate's representative at Pinehurst gave the subscribers to this water service due notice dated June 16, 1930, that they would stop pumping water on September 15, 1930. Protests were filed with the Commission and the Commission held a hearing on the matter Friday, November 7, 1930, at 11:00 a.m.

A few days after the hearing Mr. J. E. Hewston, representative of the estate in this State, died suddenly; therefore, the delay in issuing the order.

It developed at the hearing that the Barber Estate had made several propositions to the users of water to take over the pumping and supply themselves, which appeared not to have been satisfactory, but under the circumstances it appears that the Commission could not afford to require this estate to continue the operation of this property when it is evident that the few users with very little cost can make arrangements to supply themselves; therefore, it is

ORDERED, That the petition be granted.

By order of the Commission:

This 11th day of June 1931.

Docket No. 6940.

R. O. SELF,
Clerk.

Appalachian State Teachers College to the Commission. Schedule of lighting rates filed and approved. No. 7332.

Asheville Gas Company to the Commission. Rates for general gas service for Asheville filed and approved. No. 7106.

Auto Electric Service Company v. Asheville Gas Company. Complaint of service. Dismissed. No. 6943.

Best's Service Station v. Bath Electric Company. Complaint as to electric rates. Dismissed. No. 7327.

Clemson Theatre v. Brevard Light and Power Company. Complaint of service. Adjusted. No. 6916.

Dr. J. M. Lilly v. Carolina Gas and Electric Company. Complaint of gas rates. Adjusted. No. 7016.

Carolina Power & Light Company to the Commission. Following rates filed and approved:

Schedule P-63. Seasonal Oil Mill Service.

Schedule P-67. Ice Plant Seasonal Service.

Schedule P-65 Large Miscellaneous Intermittent Power Service.

Schedule P-50. Large Paper and Pulp Mills.

No. 6920.

Carolina Power & Light Company to the Commission. Rate Schedule P-68. Cotton Ginnery Season Service, filed and approved. No. 6923.

Carolina Power & Light Company to the Commission. Standard Extension Plan R-3 and Rural Village Service Plan R-4, filed and approved. No. 6935.

Carolina Power & Light Company to the Commission. Rate Schedule P-70, Superseding Schedule P-67, filed and approved. No. 6978.

Carolina Power & Light Company to the Commission. Supplemental Extension Plan R-3-A, filed and approved. No. 6994.

Carolina Power & Light Company to the Commission. Rate schedule P-73, Ice Plant Seasonal Service, filed and approved. No. 7093.

Carolina Power & Light Company to the Commission. Rate Schedule P-74, Power Service for Large Gravel Pits and Stone Quarry Plants, filed and approved. No. 7100.

Carolina Power & Light Company to the Commission. Rate Schedules C-2, S. L. and W. S. L., for Flat Rate Advertising Light, filed and approved. No. 7152.

Carolina Power & Light Company to the Commission. Rate Schedule P-75, for Large Intermittent, Seasonal or Temporary, Miscellaneous Power Service, filed and approved. No. 7170.

Carolina Power & Light Company to the Commission. Rates for municipal street lighting filed and approved. No. 7306.

Carolina Power & Light Company to the Commission. Rates for combination residential cooking, water heating and lighting filed and approved. No. 7309.

Carolina Power & Light Company to the Commission. Schedules W. L. 5 and W. L. 6, white way lighting, pedestal type system; also Schedules W. L. 39 and W. L. 40, white way lighting, bracket type system, filed and approved. No. 7318.

Town of Cary v. Carolina Power & Light Company. Request for service man at Cary. Adjusted. No. 6917.

Dr. J. R. Speight v. Carolina Power & Light Company. Application for rural electric service. Dismissed. No. 6927.

C. G. Hacker v. Carolina Power & Light Company. Complaint as to service. Adjusted. No. 6945.

Aiken's Pharmacy v. Carolina Power & Light Company. Complaint as to rates. Dismissed. No. 6998.

A. P. Finch v. Carolina Power & Light Company. Complaint of charges for service. Adjusted. No. 7012.

C. E. Lundy v. Carolina Power & Light Company. Complaint of excessive rates. Adjusted. No. 7087.

E. U. Breece v. Carolina Power & Light Company. Complaint of service. Dismissed. No. 7172.

H. E. Mann v. Carolina Power & Light Company. Complaint as to charges and meter service. Adjusted. No. 7197.

George M. Umstead v. Carolina Power & Light Company. Complaint of charges for electrical power. Adjusted. No. 7202.

Z. L. Keever v. Carolina Power & Light Company. Complaint of electric service. Dismissed. No. 7245.

B. F. Andrews v. Carolina Power & Light Company. Complaint of discrimination in rates. Dismissed. No. 7250.

Liberty Merchants Association v. Carolina Power & Light Company. Application for reduction in power and light rates. Withdrawn. No. 7278.

Cold Water Light and Power Company to the Commission. Schedule of rates for power filed and approved. No. 7235.

Concord and Kannapolis Gas Company to the Commission. Gas building heating rate for Concord and Kannapolis filed and approved. No. 7107.

Duke Power Company to the Commission. Supplement No. 1 to Schedule of Rates, effective November 1, 1931, together with contracts affected by issuance of Supplement, filed and approved. No. 7140.

Durham Gas Company to the Commission. Rates for general gas service for Durham filed and approved. No. 7108.

Wade H. Bostick v. Durham Gas Company. Complaint as to rates. Adjusted. No. 7319.

Durham Public Service Company to the Commission. Rate Schedule K. Primary Power Service, filed and approved. No. 7119.

Durham Public Service Company to the Commission. Rate Schedule P-A (Large Power and Lighting Service) and Rate Schedule P (Large Power Service) filed and approved. No. 7221.

Citizens of Sherron Acres v. Durham Public Service Company. Complaint of electric light rates. Adjusted. No. 7237.

W. G. White v. East Tennessee Light and Power Company. Complaint of rates. Dismissed. No. 7015.

Elizabeth and Suburban Gas Company to the Commission. Application for authority to charge \$1.00, under Rule No. 52, for disconnection and reconnecting at new location. Approved. No. 7094.

Gastonia and Suburban Gas Company to the Commission. Gas rate for building heating in Gastonia filed and approved. No. 7109.

Frank D. Stasinos v. Henderson and Oxford Gas Company. Complaint as to the quality of gas. Adjusted. No. 7017.

International Public Utilities to the Commission. Application to construct a power line from Morehead City to Atlantic and furnish power to consumers in town of Atlantic and intermediate points. Dismissed as not within the jurisdiction of the Commission. No. 7041.

Dr. Mary Martin Sloop v. Linville Valley Power Company. In re taking over Pineola electric customers. Dismissed as not within jurisdiction of the Commission. No. 6919.

Maiden Milling and Manufacturing Company to the Commission. Complaint of discrimination in service and rates. Dismissed as not within the jurisdiction of the Commission. No. 7063.

H. F. Carpenter v. Nantahala Power and Light Company. In re agreement between Sweetwater Valley citizens as to building electric light line into valley. Dismissed as not within the jurisdiction of the Commission. No. 6936.

National Public Utilities Corporation to the Commission. Following rates filed and approved: Supplement No. 2, Henderson and Oxford Gas Company, Henderson. Supplement No. 2, Elizabeth and Suburban Gas Company, Elizabeth City. Supplement No. 3, North Carolina Gas Company, Reidsville Division. Supplement No. 3, North Carolina Gas Company, Lexington Division. No. 7019.

Mrs. J. E. Keigh v. North Carolina Public Service Company. Complaint of gas and electric bill. Dismissed. No. 6929.

S. O. Schaub v. North Carolina Public Service Company. In re gas pressure on customer's meters. Adjusted. No. 6960.

Brown's Hosiery Mills, Incorporated v. North Carolina Public Service Company. Complaint as to meter service. Adjusted. No. 7136.

Northwest Carolina Utilities to the Commission. Rates for Blowing Rock, Franklin and Roaring Gap filed and approved. No. 6924. Also No. 7287.

Northwest Carolina Utilities to the Commission. Electric light and power rates for Sparta filed and approved. No. 7127.

Priscilla Shaw, Silver Pines Camp, v. Northwest Carolina Utilities, Incorporated. Complaint of service at Camp. Adjusted. No. 6980.

Tennessee Mineral Products Corporation v. Northwest Carolina Utilities, Incorporated. Request for Rates. Adjusted. No. 7069.

C. W. Hunt v. Northwest Carolina Utilities, Incorporated. Complaint of excessive charges. Dismissed. No. 7167.

Piedmont Utilities Company to the Commission. Rates for Hickory, West Hickory, Highland, Longview, Conover, Lenoir, Granite Falls and Hudson, filed and approved. No. 7046.

Raleigh Gas Company to the Commission. Rates for general gas service for Raleigh filed and approved. No. 7110.

O. K. LaRoque v. Raleigh Gas Company. Complaint of Gas bills. Adjusted. No. 7081.

Mrs. A. M. Frye v. Smoky Mountain Power Company. Complaint as to electric bills. Adjusted. No. 6997.

South East Public Service Company to the Commission. Approval of General Exchange Tariff for the following towns: Asheboro, Boonville, Candor, Creedmoor, Eagle Springs, Elkin, Leaksville, Mocksville, Mount Airy, Mount Gilead, North Wilkesboro, Pilot Mountain, Ramseur, Rural Hall, Sparta, Troy, West End, West Jefferson, Yadkinville.

Also approval of Local Exchange Tariff for the following towns: Asheboro, Boonville, Candor, Creedmoor, Eagle Springs, Elkin (Jonesville), Leaksville (Draper and Spray), Mocksville, Mount Airy, Mount Gilead, North Wilkesboro (Wilkesboro), Pilot Mountain, Ramseur, Rural Hall, Sparta, Troy, West End, West Jefferson (Jefferson), Yadkinville. No. 7076.

South East Public Service Company to the Commission. Schedules of electric rates at Albemarle filed and approved. No. 7214.

South East Public Service Company to the Commission. Schedule of rates for Rural Hall filed and approved. No. 7260.

South East Public Service Company to the Commission. Application for change in tariff schedule by cancellation of Schedules 1 to 8, inclusive, and filing in lieu thereof service classifications A to G, and Rules 1 to 21, inclusive, effective June 21, 1932. Approved. No. 7300.

Southern Public Utilities Company to the Commission. Electric and water rates for Rutherfordton and Spindale filed and approved. No. 7048.

Southern Public Utilities Company to the Commission. Electric rates for Leaksville, Spray, Draper and vicinity, filed and approved. No. 7085.

Southern Public Utilities Company to the Commission. Rates for general gas service and industrial gas in Charlotte, Mount Airy, Greensboro, High Point, Winston-Salem, Graham, Salisbury and Burlington, filed and approved. No. 7102.

Mrs. Carrie Thrash Dorsett v. Southern Public Utilities Company. Complaint of discontinuance of service to residences near Davidson River. Adjusted. No. 6948.

Ernest B. Baity v. Southern Public Utilities Company. Complaint of discrimination in rates. Adjusted. No. 7021.

J. E. Alexander v. Southern Public Utilities Company. Complaint of change in gas meter. Adjusted. No. 7042.

T. O. Whisnant v. Southern Public Utilities Company. Complaint of rate as to installation of electric range and rate for same. Dismissed. No. 7070.

S. H. Kress & Company v. Southern Public Utilities Company. Request for information as to interpretation of minimum charges in certain electric schedules. Furnished. Closed. No. 7097.

J. W. Dellinger & Sons v. Southern Public Utilities Company. Complaint of rate for refrigerator power. Adjusted. No. 7105.

T. P. Williamson v. Southern Public Utilities Company. Complaint of excessive charges. Dismissed. No. 7157.

Ravineside Poultry Farm v. Southern Public Utilities Company. Complaint of discrimination as to service. Dismissed. No. 7133.

Efrd and Liipfert v. Southern Public Utilities Company. Complaint of electric light service. Dismissed. No. 7206.

Denton Ice and Coal Company v. Southern Public Utilities Company. Complaint of rate for power for ice plant. Dismissed. No. 7314.

H. E. Cartland v. Southern Public Utilities Company. Complaint as to rates. Adjusted. No. 7302.

Southern States Power Company v. Nantahala Power Company. Complaint in re extension of power lines into Regal. Withdrawn. No. 7145.

Southern States Power Company to the Commission. Schedule L. P. No. 2, Large Miscellaneous Power Rates, filed and approved. No. 7252.

Tide Water Power Company to the Commission. Reduction in optional gas storage water heater rate for Wrightsville Beach and Harbor Island. Approved. No. 7111.

Tide Water Power Company to the Commission. Application for certificate of convenience and necessity covering acquisition of electric distribution system and water plant and water distribution system in town of Snow Hill. Granted. No. 7138.

Tide Water Power Company to the Commission. Application for certificate of convenience and necessity covering acquisition of the electric plant and electric distribution system and the water plant and water distribution system in town of Morehead City. Granted. No. 7144.

Tide Water Power Company to the Commission. Schedule of rates for Morehead City and Beaufort filed and approved. No. 7186.

Tide Water Power Company to the Commission. Commercial cooking rates filed and approved. No. 7203.

Tide Water Power Company to the Commission. Acquisition of purchase by said company of the electric distribution system at Newport, Carteret County. No. 7216.

Tide Water Power Company to the Commission. House heating rate "G" filed and approved. No. 7310.

Dunn Ice and Fuel Company v. Tide Water Power Company. Complaint of electric service at White Lake. Adjusted. No. 6913.

H. V. Conly v. Tide Water Power Company. Complaint of failure of constant frequency in current. Dismissed. No. 6991.

H. E. Coward v. Tide Water Power Company. Complaint of difference in electric rates for Pink Hill and Seven Springs. Dismissed. No. 7086.

A. Z. Jarman v. Tide Water Power Company. Complaint of power service. Adjusted. No. 7146.

J. W. Gatlin v. Tide Water Power Company. Complaint of light service. Dismissed. No. 7176.

Town of Hockerton v. Tide Water Power Company. Complaint of charge to town for electric current for resale. Dismissed. No. 7230.

Virginia Electric and Power Company to the Commission. Cancellation of rates for "B" Territory and substitution therefor of standard rates applicable to Class "A" Territory. Granted. No. 6949.

Virginia Electric and Power Company to the Commission. Industrial Rate 1000-K. Off-peak Power Rider No. 1. Filed and approved. No. 6982.

Virginia Electric and Power Company to the Commission. Plan for house wiring for serving electric ranges and water heaters. Approved. No. 7032.

Virginia Electric and Power Company to the Commission. Power rate, ice manufacturing, industrial rate No. 500-K. Filed and approved. No. 7233.

Virginia Electric and Power Company to the Commission. Application for authority to cancel 1000-K. Approved. No. 7270.

Virginia Electric and Power Company to the Commission. Time controlled storage water heating service rate schedule. Filed and approved. No. 7282.

Virginia Electric and Power Company to the Commission. Revised electric rates filed and approved. No. 7303.

Scotland Neck Water and Light Commission v. Virginia Electric and Power Company. In re rates. Adjusted. No. 6908.

Helen Clark v. Virginia Electric and Power Company. Complaint of light service. Dismissed. No. 6947.

S. C. Smithson v. Virginia Electric and Power Company. Complaint of electric service. Adjusted. No. 6977.

Clyde Smithson v. Virginia Electric and Power Company. Request for lights at cotton gin. Dismissed. No. 7141.

Home Milling Company v. Virginia Electric and Power Company. Complaint of rate in connection with grist mill. Dismissed. No. 7223.

Express Companies

Railway Express Agency to the Commission. Application for authority to discontinue all-year agency at Moultonville. Granted. No. 6931.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Corinth. Granted. No. 6937.

Railway Express Agency to the Commission. Application for authority to close agency at Center Hill. Granted. No. 6938.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Councils. Granted. No. 6951.

Railway Express Agency to the Commission. Application for authority to close agency at Willow Springs. Granted. No. 6954.

Railway Express Agency to the Commission. Application for authority to close office at Pactolus. Granted. No. 6956.

Railway Express Agency to the Commission. Application for authority to close agency at Fuquay Springs. Granted. No. 7010.

Railway Express Agency to the Commission. Application for authority to close agency at Holly Springs. Granted. No. 7011½.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Snow Hill. Granted. No. 7092.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Ryland. Granted. No. 7120.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Knightdale. Granted. No. 7135.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Pleasant Hill. Granted. No. 7139.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Hobbsville. Granted. No. 7142.

Railway Express Agency to the Commission. Application for authority to close agency at Abbottsburg. Granted. No. 7143.

Railway Express Agency to the Commission. Application for authority to close agency at Glendon. Granted. No. 7151.

Railway Express Agency to the Commission. Application for authority to close agency at Proctorville. Granted. No. 7177.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Ridgeway. As application by Seaboard Air Line Railway Company to discontinue its agency was withdrawn, petition denied. No. 7188.

Railway Express Agency to the Commission. Office at Winnabow, being joint with an outsider, closed on account of resignation of agent and inability to obtain suitable representation. Approved. No. 7190.

Railway Express Agency to the Commission. Office at Evergreen, being joint with outsider, closed on account of resignation of agent and inability to obtain suitable representation. Approved. No. 7192.

Railway Express Agency to the Commission. Application for authority to close agency at Green Mountain. Withdrawn. No. 7217.

Railway Express Agency to the Commission. Application for authority to close agency at Kona. Granted. No. 7218.

Railway Express Agency to the Commission. Application for authority to discontinue agency at Eure. Granted. No. 7241.

Railway Express Agency to the Commission. Application for authority to close agency at Snowden. Granted. No. 7255.

Railway Express Agency to the Commission. Application for authority to close agency at Linden. Granted. No. 7263.

Railway Express Agency to the Commission. Application with reference to proposed change in agency at Smithfield. Granted. No. 7276.

Railway Express Agency to the Commission. Application for authority to close agency at Grimesland. Granted. No. 7283.

Railway Express Agency to the Commission. Application for authority to close agency at Simms. Granted. No. 7296.

Railway Express Agency to the Commission. Application for authority to close agency at Micro. Granted. No. 7308.

Railway Express Agency to the Commission. Office at Godwin, being joint with an outsider, closed on account of resignation of agent and inability to obtain suitable representation. Approved. No. 7323.

Railway Express Agency to the Commission. Offices at South Winston-Salem and Southmont discontinued, due to the fact that exclusive passenger train service on Winston-Salem Southbound Railway was discontinued. Approved. No. 7346.

Southeastern Express Company to the Commission. Application for authority to close agency at Henderson. Approved. No. 6934.

Southeastern Express Company to the Commission. Application for authority to close agency at Horse Shoe. Granted. No. 6981.

Southeastern Express Company to the Commission. Application for authority to close agency at Penrose. Granted. No. 6983.

Southeastern Express Company to the Commission. Application for authority to discontinue agency at Ellenboro. Granted. No. 7020.

Southeastern Express Company to the Commission. Application for authority to close agency at Gilkey. Granted. No. 7025.

Southeastern Express Company to the Commission. Application for authority to close agency at Mooresboro. Granted. No. 7043.

Southeastern Express Company to the Commission. Application for authority to close agency at Burch. Granted. No. 7054.

Southeastern Express Company to the Commission. Application for authority to close agency at Elmwood. Granted. No. 7169.

Southeastern Express Company to the Commission. Application for authority to close agency at Morrisville. Granted. No. 7305.

Southeastern Express Company to the Commission. Application for authority to close agency at Almond. Granted. No. 7333.

Southeastern Express Company to the Commission. Application for authority to close agency at Judson. Granted. No. 7334.

Southeastern Express Company to the Commission. Application for authority to discontinue agency at Trinity. Granted. No. 7347.

James S. Milliken v. Southeastern Express Company. Complaint of delay in shipment. Adjusted. No. 7064.

Pullman Company

W. E. Lynch v. The Pullman Company. Complaint of operation of Pullman in charge of porter. Adjusted. No. 6966.

Telegraph Companies

Postal Telegraph-Cable Company to the Commission. Schedules of Long-Distance Telephone Rates filed and approved. No. 6979.

Postal Telegraph-Cable Company to the Commission. Application for authority to close seasonal office at Mount Olive. Granted. No. 7312.

Western Union Telegraph Company to the Commission. Application for approval of arrangement to close office at Cedar Falls as railroad-telegraph office, continuing same as commercial telegraph office as agent at said point was telegraph operator. Approved. No. 6393.

Western Union Telegraph Company to the Commission. Application for authority to close agency at Caroleen. Granted. No. 7018.

Western Union Telegraph Company to the Commission. Application for authority to close agency at Walkertown. Granted. No. 7123.

Western Union Telegraph Company to the Commission. Rates for serial service filed and approved. No. 7164.

Western Union Telegraph Company to the Commission. Rates for timed wire service filed and approved. No. 7166.

Citizens of Morrisville v. Western Union Telegraph Company. Complaint of discontinuance of telegraph service. Adjusted. No. 7198.

Telephone Companies

IN THE MATTER OF THE PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT COLUMBIA, NORTH CAROLINA.

ORDER

The Carolina Telephone and Telegraph Company purchased the Columbia Exchange some time ago and has rebuilt the outside plant and made the improvements necessary to furnishing continuous and more satisfactory service. This plant was in very bad condition and its being taken over by this company was welcomed by the people in the community, as is evidenced by records in this office, showing that the rates requested in this petition were concurred in by the Mayor and Board of Aldermen; therefore, it is

ORDERED, That the petition be granted and that the petitioner, effective December 1, 1930, be, and is hereby, authorized to charge within the base rate area, the approved excess mileage rates being applicable in addition thereto beyond the base rate area, the following monthly rental rates on its exchange located at Columbia, North Carolina:

Business, Special Line.....	\$3.25 per month
Residence, Special Line.....	2.00 per month

By order of the Commission:

R. O. SELF,
Clerk.

This 26th day of November, 1930.
Docket No. 6972.

IN THE MATTER OF THE PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT ROANOKE RAPIDS, NORTH CAROLINA, AND WELDON, NORTH CAROLINA.

ORDER

The Carolina Telephone and Telegraph Company in this case petitions the Commission for the establishment of rates on its exchange service at Roanoke Rapids and Weldon, North Carolina.

On account of the growth in both of these towns, there has been a demand for increased telephone facilities and an improvement in both local and long distance service within the base rate areas. At Weldon, a modern fire proof building has been equipped with modern toll switchboard. Necessary long distance repeaters for improved long distance service over the toll lines of the petitioner and the American Telephone and Telegraph Company have been installed and there has been erected in Roanoke Rapids a semi-fire-proof building for housing automatic telephone equipment. The rebuilding of the outside plants in both towns, substitution of cable for open wire distribution, making a joint contract with power companies

for the use of joint poles within the corporate limits of both towns in order to reduce pole and line equipment to a minimum, and adequate trunk line facilities between the two exchanges gives evidence that the company desires to make this service one hundred per cent efficient.

The petition is supported by resolutions passed by the mayors and boards of aldermen of both towns, approving the rates requested; therefore, it is

ORDERED, That the petition be granted and that the petitioner, effective December 1, 1930, be, and is hereby, authorized to charge within the base rate areas of the two towns, the approved excess mileage rates being applicable in addition thereto beyond the base rate areas, on the above-named exchanges, the following monthly rental rates:

Business, Special Line.....	\$4.50 per month
Business, Two-party Line.....	4.00 per month
Residence, Special Line.....	3.00 per month
Residence, Two-party Line.....	2.50 per month
Residence, Four-party Line.....	2.00 per month

By order of the Commission:

R. O. SELF,

This 26th day of November, 1930.

Clerk.

Docket No. 6973.

IN RE: PETITION OF CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT FOUNTAIN, NORTH CAROLINA.

ORDER

The petition of the Carolina Telephone and Telegraph Company for change in exchange service rates at Fountain, North Carolina, was duly filed with the Commission on April 18, 1931, to which was attached a petition, signed by what was represented to be a majority of the subscribers to the service in the Town of Fountain, signifying their desire to have the telephone plant rebuilt and an automatic, or dial, service installed and, also, indicating their willingness to pay the schedule of rates which the Carolina Telephone and Telegraph Company has requested the Commission to approve.

The Carolina Telephone and Telegraph Company has notified the Commission that the transfer to the automatic equipment was made on February 7, 1931, and that inasmuch as the majority of the rates formerly charged by the Fountain Telephone Company were in excess of those proposed, has requested the approval of the proposed rates, effective March 1, 1931; therefore it is

ORDERED, That the following monthly rental rates are hereby approved for application by the Carolina Telephone and Telegraph Company in the Town of Fountain, North Carolina, within the base rate area of one mile from the central office, effective March 1, 1931:

Business, Special Line.....	\$3.50
Business, Party Line.....	3.00
Residence, Special Line.....	2.25
Residence, Party Line.....	1.75

By order of the Commission:

R. O. SELF,

This 24th day of April, 1931.

Clerk.

Docket No. 7049.

IN RE: PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH
COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT
GRIFTON, NORTH CAROLINA.

ORDER

The petition of the Carolina Telephone and Telegraph Company for change in exchange service rates at Grifton, North Carolina, was duly filed with the Commission on April 18, 1931, to which was attached a resolution of the Board of Aldermen of Grifton, North Carolina, signed by the Mayor and Clerk, approving the schedule of rates proposed in the petition; therefore, it is

ORDERED, That the following monthly rental rates are hereby approved for application by the Carolina Telephone and Telegraph Company in the Town of Grifton, North Carolina, within the base rate area of one mile from the central office, effective May 1, 1931:

Business, Special Line.....	\$3 50
Business, Party Line.....	3.00
Residence, Special Line.....	2.25
Residence, Party Line.....	1.75

By order of the Commission:

R. O. SELF,

This 24th day of April, 1931.

Clerk.

Docket No. 7050.

IN RE: PETITION OF CAROLINA TELEPHONE AND TELEGRAPH
COMPANY FOR THE ESTABLISHMENT OF TELEPHONE RATES ON
ITS NEW EXCHANGE AT LUCAMA, NORTH CAROLINA.

ORDER

This is a petition of the Carolina Telephone and Telegraph Company for the approval of a rate schedule on its exchange at Lucama, North Carolina.

Before this exchange was built, the Company circulated a petition to ascertain the number of people who would subscribe for service, and after obtaining a list of seventy-two subscribers, placed its order for material and has now built the exchange. The rates, which are being asked for, were approved by the seventy-two subscribers at the time that they petitioned for the service, and the Company built its exchange with these rates in view; therefore, it is

ORDERED, That the petitioner be, and is hereby, authorized to charge for monthly rental on its Lucama exchange, effective as of the beginning of the service, as follows:

Business, Special Line.....	\$3.50 per month
Business, Party Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Party Line.....	1.75 per month

These rates are to apply to all business and residence subscribers located within three miles radius of the central office. Beyond the three-mile radius \$.25 will be added for each mile or fraction thereof per month.

By order of the Commission:

R. O. SELF,

This 15th day of May, 1931.

Clerk.

Docket No. 7024.

IN RE: PETITION OF THE CAROLINA TELEPHONE AND TELEGRAPH
COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT RICH
SQUARE, WOODLAND, CONWAY, AND ROXOBEL, NORTH CAROLINA.

ORDER

Several years ago, the petitioner purchased four exchanges formerly owned and operated by the Roanoke-Chowan Telephone Company in the towns of Rich Square, Woodland, Conway, and Roxobel, North Carolina, and certain toll circuits connected thereto. In order to meet the demands for additional and continuous twenty-four hour service and to improve the service in connection therewith, the outside properties at these exchanges have been rebuilt and automatic, or dial, system exchanges have been established at all these places, except Rich Square, where a common battery system was installed, as conditions were not such at Rich Square as would justify an automatic installation. Suitable rented quarters have been leased at all points with the exception of Conway, at which place it was necessary to erect a one-story fire proof building. Adequate toll facilities have been provided between these exchanges and from the operating center of Rich Square to Weldon. This work has been under way since last fall, Rich Square having been completed in January; Woodland, in February; Conway, during March; and Roxobel is just about complete, although service has not been transferred from the old to the new plant.

When this property was acquired, the questions of rebuilding the plants and rates commensurate to the cost necessary to put the plants in proper condition were taken up with the mayors and boards of aldermen of all four of the towns and they, by resolution, not only requested that the service be improved but in that way, approved the rates herein requested by the petitioner; therefore, it is

ORDERED, That the petition be, and it is hereby, granted, effective June 1, 1931, and that the petitioner be, and is hereby, authorized to collect the following monthly rental rates on each of the exchanges named above, applicable to all subscribers within the base rate area of one mile from the central office in each town, excess mileage rates being applicable beyond the base rate area:

Business, Special Line.....	\$3.50 per month
Business, Two-party Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Two-party Line.....	1.75 per month

By order of the Commission:

This 31st day of May, 1931.

Docket No. 7084.

R. O. SELF,
Clerk.

IN RE: PETITION OF CAROLINA TELEPHONE AND TELEGRAPH
COMPANY FOR A CHANGE IN EXCHANGE SERVICE RATES AT
WINTON, NORTH CAROLINA.

ORDER

This petition was filed after rebuilding the entire outside plant and installing automatic equipment in a rented building. Service was established on this rebuilt exchange on December 22, 1931.

Dated December 12, 1929, the Mayor and Board of Aldermen of the Town of Winton passed a resolution, authorizing certain rates on this exchange when the company would rebuild its outside plant and install automatic equipment. Since this has been done, the company has applied for the rate agreed upon by the city officials and the petitioner at that time. The record in this office discloses the fact that there are thirty-five business and residence phones now on this exchange; therefore, it is thought that the rates requested will not produce more than sufficient revenue to maintain the operation of the exchange. It is, therefore,

ORDERED, That, effective January 1, 1932, the Carolina Telephone and Telegraph Company is, hereby, authorized to charge the following monthly rental rates within the base rate area of one mile from the central office of its Winton, North Carolina, exchange; and that the General Exchange Tariff rates in effect on the company's lines be effective outside the said base rate area:

Business, Special Line.....	\$3.50 per month
Business, Party Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Party Line.....	1.75 per month

By order of the Commission:
This 1st day of January, 1932
Docket No. 7184.

R. O. SELF,
Clerk.

IN RE: PETITION CAROLINA TELEPHONE AND TELEGRAPH COMPANY FOR ESTABLISHMENT OF REVISED TELEPHONE RATES FOR ITS AULANDER, NORTH CAROLINA, EXCHANGE.

ORDER

This is a petition of the Carolina Telephone and Telegraph Company for the establishment of telephone rates applicable to its rebuilt plant and exchange in the Town of Aulander, North Carolina; and, since the rates requested were agreed to by all except one of the subscribers on the exchange prior to the rebuilding of the plant, and inasmuch as they are in line with rates of the petitioner on other similar exchanges owned and operated by it, conditioned upon the petitioner giving twenty-four hour service to the subscribers on this exchange, it is

ORDERED, That the said petition is hereby granted and the petitioner will be permitted to charge the following monthly rental rates for the following classes of service, effective April 1, 1932:

Business, Special Line.....	\$3.50 per month
Business, Party Line.....	3.00 per month
Residence, Special Line.....	2.25 per month
Residence, Party Line.....	1.75 per month

The above rates shall be applicable to the base rate area of one mile from the central office; beyond the base rate area, the petitioner's regular line mileage charges shall apply.

By order of the Commission:
This 25th day of March, 1932.
Docket No. 7247.

R. O. SELF,
Clerk.

FREMONT TELEPHONE COMPANY V. CAROLINA TELEPHONE AND
TELEGRAPH COMPANY

ORDER

The petition was filed in this cause on March 13, 1928. Evidence was heard on March 20, 1929. On November 15, 1929, an order was entered granting the petition. Exceptions to this order were filed by the respondent on January 2, 1930, and a hearing on said exceptions was held on February 18, 1930. On March 24, 1930, the Commission entered an order, revoking the previous order and dismissing the petition. Exceptions were filed by the petitioner on April 4, 1930. On June 5, 1930, these exceptions came on for hearing and the Commission intimated that it desired to hear from the petitioner only as to the relief prayed for in Paragraph Eleven of the original petition and set such hearing for August 14, 1930. At the same time, the Commission reserved its ruling on all exceptions filed by either party until after the hearing on August 14, 1930, and until the entering of the final order herein by the Commission.

On August 14, 1930, the matter of the relief prayed for in Paragraph Eleven came on for hearing before the Commission. From evidence introduced at this hearing and at the previous hearings, the Commission finds the following facts:

First: That at the present time the Fremont Telephone Company has toll lines extending from Fremont to Stantonsburg and from Stantonsburg to Wilson, where connection is made with the Carolina Telephone and Telegraph Company.

Second: That the Carolina Telephone and Telegraph Company accepts from the Fremont Telephone Company at Wilson messages originating on the Stantonsburg Exchange, but refuses to accept at its Wilson Exchange, over the lines of the Fremont Telephone Company, messages originating at Fremont.

As the Commission can see no reason why messages originating on the lines of the Fremont Telephone Company may not be delivered over its own lines to the Carolina Telephone and Telegraph Company; to do so will be in accordance with the general practice of telephone and telegraph companies; therefore, it is

ORDERED, That the Carolina Telephone and Telegraph Company be, and it is hereby, ordered to receive for delivery or dispatch at its Wilson Exchange messages originating on the lines of the Fremont Telephone Company and transmitted over said lines through the Stantonsburg Exchange.

By order of the Commission:

This 19th day of December, 1930.

Docket No. 6666.

R. O. SELF,

Clerk.

IN RE: FREMONT TELEPHONE COMPANY v. CAROLINA TELEPHONE
AND TELEGRAPH COMPANY

ORDER

Upon motion of attorneys for respondent for additional time in which to file exceptions to the order of the Commission in this matter of December

19, 1930, motion having been considered in connection with certain facts which the said respondent's attorneys have requested the Commission to consider, extension of time is hereby granted for a period of thirty days from date.

By order of the Commission:
This 30th day of December, 1930.
Docket No. 6666.

R. O. SELF,
Clerk.

FREMONT TELEPHONE COMPANY, *Petitioner*, v. CAROLINA TELEPHONE
AND TELEGRAPH COMPANY, *Respondent*

ORDER OVERRULING EXCEPTIONS

The respondent comes into our court and avers that the Order of this Commission, dated December 19, 1930 is based upon insufficient findings of fact and requests this Commission to find additional facts.

This Commission having found such facts as it deemed necessary upon which to base its said Order, and it appearing that any additional findings of fact can avail nothing to respondent if such respondent appeals, as the trial in the appellate court is *de novo*, and the law not requiring a vain thing, it is, therefore,

ORDERED, That the exceptions be overruled and the request of respondent be denied. It is

FURTHER ORDERED, That respondent have thirty days from date hereof to perfect its appeal.

By order of the Commission:
This 19th day of January, 1931.
Docket No. 6666.

R. O. SELF,
Clerk.

W. H. OGSBURY AND OTHER CITIZENS OF HOPE VALLEY, *Petitioners*,
v. INTERSTATE TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

ORDER

This cause coming before the Corporation Commission for hearing and being heard on the seventeenth day of November, 1931, on the petition of various citizens, residents and property owners of Hope Valley, a suburb of the City of Durham, North Carolina, and the answer to said petition, filed by the Interstate Telephone and Telegraph Company, of Durham; the petitioners being represented by Messrs. Long & Young and the respondent by Mr. B. M. Watkins, of Durham.

From the admissions in the pleadings and the admissions of counsel at the hearing, the Commission finds the following facts:

1. That Hope Valley is principally a residential section, located near the City of Durham, North Carolina, but outside its corporate limits and several miles from the central office of the respondent company;

2. That Hope Valley was promoted by Hope Valley, Incorporated, a privately owned corporation, which sold lots in Hope Valley to the petitioners, who are now owners of lots purchased from said Hope Valley, Incorporated;

3. That at the time of the sale of lots to the various individuals, who are now petitioners, Hope Valley, Incorporated, entered into an agreement with the Interstate Telephone and Telegraph Company whereby the latter was to, and did, construct two telephone lines from its exchange in Durham to Hope Valley, the expense of the construction of said two lines being borne by said Hope Valley, Incorporated;

4. That later, when the settlement had grown and the demand for telephone service had increased, the respondent company, upon its own initiative, at its own expense, and without any contract with Hope Valley, Incorporated, constructed a third line from its Durham exchange to Hope Valley;

5. That at all times from the beginning of the service the rental contracts were made with the subscribers direct and the rentals and other charges were, and are now, paid by the various individual subscribers direct to the respondent company;

6. That there are at present about thirty subscribers in Hope Valley on said three lines, affording a ten-party line service only; and

7. That the present service is grossly inadequate for the needs of the present telephone subscribers at Hope Valley;

Wherefore, from the above facts, which were admitted, the Commission is of the opinion, and so holds, that the respondent having extended its line from Durham to Hope Valley and having offered to sell and did sell telephone service to various citizens in Hope Valley, that it can not now discontinue said service; that since it is required to give service, the service must be adequate for the needs of the subscribers, which adequate service is not now being given. Now, therefore, it is

ORDERED, That the respondent be, and is hereby, required to improve, within the next sixty days from the date of this order, the character of telephone service it now extends to the Hope Valley community so that the maximum number of subscribers served by any party line shall not exceed four; and, it is

FURTHER ORDERED, That the said respondent so improve the character of the telephone service it now extends to the Hope Valley community, within six months from the date of this order, as to be able to offer the same classes of service to any of its said subscribers as are now being offered to its subscribers on its exchange within the corporate limits of the City of Durham.

By order of the Commission:

R. O. SELF,

This 8th day of December, 1931.

Clerk.

Docket No. 7124.

APPLICATION OF THE CABARRUS BANK AND TRUST COMPANY, AS TRUSTEE, FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF THE TELEPHONE PROPERTY FORMERLY OWNED BY THE ALBEMARLE TELEPHONE COMPANY, A NORTH CAROLINA CORPORATION, AS TRUSTEE FOR THE STOCKHOLDERS OF SAID ALBEMARLE TELEPHONE COMPANY IN LIQUIDATION, AND FOR AUTHORITY TO TRANSFER THE SAID PROPERTY TO THE SOUTH EAST PUBLIC SERVICE COMPANY.

ORDER

The Cabarrus Bank and Trust Company, as Trustee, makes application for certificate of public convenience and necessity for the acquisition of

the Albemarle Telephone Company to be held in trust by it for the stockholders of the said Albemarle Telephone Company during liquidation, and for authority to transfer the said property to the South East Public Service Company.

The petitioner has complied with the Commission's Rules of Practice, and filed the information desired, and after due consideration finds that public convenience and necessity requires the granting of said petition; therefore, it is

ORDERED, That the same be granted effective as of December 28, 1931.

By order of the Commission:

R. O. SELF,

This 16th day of December, 1931.

Clerk.

Docket No. 7180.

IN RE: APPLICATION OF THE SOUTH EAST PUBLIC SERVICE COMPANY FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF THE TELEPHONE PROPERTY FORMERLY OWNED BY THE ALBEMARLE TELEPHONE COMPANY, A NORTH CAROLINA CORPORATION, NOW BEING HELD IN TRUST BY CABARRUS BANK AND TRUST COMPANY AS TRUSTEE.

ORDER

The above named applicant, the South East Public Service Company, filed application on December 11, 1931, requesting that the transfer of the property of the Albemarle Telephone Company be made to the Cabarrus Bank and Trust Company as Trustee pending certain negotiations. This order was issued December 16, 1931, by this Commission and by this reference is made a part hereof.

Now comes the Cabarrus Bank and Trust Company of Albemarle, N. C., as Trustee certifying that the object for which it had been made Trustee has been consummated, and the South East Public Service Company requests an additional certificate of public convenience and necessity for the acquisition of the property now held by the said Cabarrus Bank and Trust Company as Trustee.

Upon the consideration of the Commission, it appears that the requirements of the statute have been fully met, and the Commission finds that public convenience and necessity requires the granting of said petition; therefore, it is

ORDERED, That the South East Public Service Company, a West Virginia Corporation, with headquarters at Charlottesville, Virginia, be and the same is, hereby, authorized to acquire the said property.

By order of the Commission:

R. O. SELF,

This 28th day of December, 1931.

Clerk.

Docket No. 7180.

IN RE: PETITION OF THE TOWN OF LINCOLNTON v. THE SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY REDUCTION OF RATES.

ORDER

This is the petition of the Town of Lincolnton for a reduction of rates on the Southern Bell Telephone and Telegraph Company, Lincolnton, Exchange.

Hearing was held by the Commission and the principal point of controversy was the agreement between the officials of the old Piedmont Company and the Town of Lincolnton, dated March 3, 1916, which provided that when the number of stations reached 800 that the rates should not exceed the rates charged by the Southern Bell on other similar exchanges.

This property was acquired by the Southern Bell Telephone and Telegraph Company through consolidation with the Piedmont Telephone and Telegraph Company; the Piedmont Telephone and Telegraph Company having made an agreement with the officials of the Town of Lincolnton with reference to an increase in rates as the number of telephone stations increased.

The present rates were put into effect by the Commission upon the presentation by the respondent in this case of a resolution passed by the Board of Aldermen of the Town of Lincolnton, dated May 18, 1926, which gave the approval of the said Board of Aldermen to the rates now in effect. The present rates were authorized by the Commission and ordered into effect, subject to hearing upon complaint, on May 25, 1926.

From the evidence presented at this time it develops that the number of stations have now decreased to a point below the 800 number agreed to in the March 3, 1916 agreement and the City contends that the rule should work both ways. That it agreed to an increase when the number ran up to 800 or more and that the respondent's rates should now be decreased since the number of stations has been considerably reduced. The Commission finds that this number has been reduced since the advent of the depression, and it finds further that the rates now being charged on the Lincolnton Exchange are somewhat out of line with those rates being charged by the respondent on other exchanges of approximately similar size.

THEREFORE IT IS NOW ORDERED, That the respondent, the Southern Bell Telephone and Telegraph Company shall extend to its subscribers on the Lincolnton Exchange rates, effective August 1, 1932, as follows:

A. Within the Base Rate Area, monthly rental rates as follows:

	<i>Individual Line</i>	<i>2-Party Line</i>	<i>4-Party Line</i>
Business	\$3.60	\$3.00	\$.....
Residence	2.25	2.00	1.75

B. The rates outside the base area shall be the same as the rates inside, together with established mileage charges as specified in the Central Exchange Tariff.

C. The rates for service and equipment, not specifically specified herein shall be governed by the General Exchange Tariff on file with, and approved by this Commission.

By order of the Commission:

R. O. SELF,

This the 8th day of July, 1932.

Clerk.

Docket No. 7178.

W. F. Mitchell v. Appalachian Telephone Company. Complaint as to rates. Adjusted. No. 6899.

Welch Galloway v. Appalachian Telephone Company. Complaint of service in Candler section. Dismissed. No. 7165.

Banner Elk Telephone Company to the Commission. Rates for Banner Elk filed and approved. No. 7000.

Cane Creek Telephone and Light Company v. Carolina Power & Light Company. Complaint as to lines interfering with telephone service. Adjusted. No. 6909.

E. R. Thomas Drug Company v. Carolina Telephone and Telegraph Company. Complaint of service. Adjusted. No. 7148.

J. H. Bridgers v. Carolina Telephone and Telegraph Company. Complaint of charge for changing name of subscriber to telephone. Dismissed. No. 7149.

T. C. Clute v. Carolina Telephone and Telegraph Company. Complaint of discrimination in rates. Adjusted. No. 7243.

Charles G. Royster v. Carolina Telephone and Telegraph Company. Complaint of excessive charges. Dismissed. No. 7301.

Central Carolina Telephone Company to the Commission. Application for authority to discontinue unlimited service between Gibsonville and Burlington. Granted. No. 7129.

Cameron Drug Store v. Central Carolina Telephone Company. Application for pay station in drug store. Dismissed. No. 6915.

Citizens of Summerfield v. Central Carolina Telephone Company. Complaint as to toll charge to Greensboro. Adjusted. No. 7022.

J. T. Underwood v. Central Carolina Telephone Company. Complaint of service. Withdrawn. No. 7254.

Citizens of Marshville v. Central Carolina Telephone Company. Petition for reduction in rates. Denied. No. 7264.

S. W. Robertson v. Columbus Telephone Company. Complaint of service. Adjusted. No. 7117.

G. L. Lipe v. Concord Telephone Company. Complaint of charge for connection with rural telephone at China Grove. Dismissed. No. 7316.

J. A. Campbell v. Eagle Springs Telephone Company. Complaint with reference to discontinuance of service for non-payment of bill. Dismissed. No. 7275.

Fremont Telephone Company v. Carolina Telephone and Telegraph Company. Toll Connection and Service. Certified to Superior Court of Wilson County. February, 1931. No. 6666.

Fremont Telephone Company to the Commission. Reduction in rate on residence telephones at Stantonsburg filed and approved. No. 6995.

Fremont Telephone Company to the Commission. Application to discontinue Princeton Exchange. Allowed. No. 7294.

Calvin Mitchell v. D. E. Graham and W. H. Clark, owners of Telephone Line. Complaint of service. Closed. No. 7338.

Interstate Telephone and Telegraph Company to the Commission. Schedule of service connection charges and charges for moves and changes, and Schedule of mileage charges, filed and approved. No. 7210.

A. A. McDonald v. Interstate Telephone and Telegraph Company. Complaint of failure of telephone company to install telephone. Adjusted. No. 7213.

McAlpine Telephone Company to the Commission. Rates for Waxhaw filed and approved. No. 7047.

Monroe Telephone Company to the Commission. Discount on monthly rental bills filed and approved. No. 7286.

L. F. Shinn v. Mooresville Telephone Company. Complaint of rate for service from Mooresville to Airport. Dismissed. No. 6907.

North State Telephone Company to the Commission. Rates for telephone recorder service in High Point. Approved. No. 7242.

Roberson, Haworth and Reese v. North State Telephone Company. Complaint of rates. Adjusted. No. 6971.

Oakland Telephone Exchange v. Central Carolina Telephone Company. In re-routing toll messages. Dismissed. No. 6993.

B. H. Scott and Mary H. Copeland v. Randolph Telephone Company. Complaint of service and rates. Dismissed. No. 6987.

L. A. Covil v. Southern Appalachian Telephone Company. Complaint of increase in rates. Dismissed. No. 6903.

Southern Appalachian Telephone Company to the Commission. Local and general exchange rate tariff filed and approved, subject to hearing upon complaint. No. 6910.

Herman Weil v. Southern Appalachian Telephone Company. Complaint of service. Adjusted. No. 7083.

R. Sidbury v. Southern Appalachian Telephone Company. Complaint in re telephone bill. Adjusted. No. 7134.

Mountain Home v. Southern Appalachian Telephone Company. Complaint of service. Adjusted. No. 7224.

Southern Bell Telephone and Telegraph Company to the Commission. Supplemental Local Exchange Tariff for Waynesville filed and approved. No. 6955.

Southern Bell Telephone and Telegraph Company to the Commission. Petition for revision in exchange rates and base rate area in Greensboro. Withdrawn. No. 6976.

Southern Bell Telephone and Telegraph Company to the Commission. Rates for new length cords filed and approved. No. 7014.

Southern Bell Telephone and Telegraph Company to the Commission. Rates for teletypewriter service. Approved. No. 7171.

Southern Bell Telephone and Telegraph Company to the Commission. Discontinuance of Sharon Telephone Company, Shelby. Approved. No. 7219.

Southern Bell Telephone and Telegraph Company to the Commission. Discontinuance of service furnished the Pender Telephone Company. No. 7251.

Southern Bell Telephone and Telegraph Company to the Commission. Requirements as to advance payments filed and approved. No. 7289.

Town of Black Mountain v. Southern Bell Telephone and Telegraph Company. Application for reduction in seasonal summer rates. Dismissed. No. 6809.

Franc L. Ives v. Southern Bell Telephone and Telegraph Company. Complaint with reference to installation of telephone. Dismissed. No. 6900.

John P. Little v. Southern Bell Telephone and Telegraph Company. Complaint of overcharge in rate. Adjusted. No. 6902.

W. O. Huske v. Southern Bell Telephone and Telegraph Company. Complaint of charge for seasonal rate at Wrightsville Beach. Adjusted. No. 6904.

Mrs. O. L. Grubbs v. Southern Bell Telephone and Telegraph Company. Complaint of telephone service. Adjusted. No. 6914.

Mrs. W. T. Lynch v. Southern Bell Telephone and Telegraph Company. Complaint of telephone service. Adjusted. No. 6918.

W. A. Lytle v. Southern Bell Telephone and Telegraph Company. Complaint as to practice of company in service. Dismissed. No. 6921.

Elon College v. Southern Bell Telephone Company. Complaint of tolls from Gibsonville to Burlington. Adjusted. No. 6922.

E. B. Jeffress v. Southern Bell Telephone and Telegraph Company. Complaint of rates. Adjusted. No. 6926.

Wilkes Hosiery Mills Company v. Southern Bell Telephone and Telegraph Company. Complaint of long-distance service. Adjusted. No. 6928.

Duke Endowment v. Southern Bell Telephone and Telegraph Company. Discount on monthly charge to non-profit Hospitals. Dismissed. No. 6930.

R. E. Price v. Southern Bell Telephone and Telegraph Company. Complaint of switchboard and service in Rutherford County. Adjusted. No. 6959.

C. T. Gwaltney v. Southern Bell Telephone and Telegraph Company. Complaint of service in suburb of Asheville. Adjusted. No. 6963.

Guy M. Beaty v. Southern Bell Telephone and Telegraph Company. Complaint of increase in charges. Adjusted. No. 6975.

Dr. Amos C. Duncan v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone in Forest City Hatchery. Telephone installed. No. 7005.

J. T. Stewart v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Adjusted. No. 7023.

John W. Plummer v. Southern Bell Telephone and Telegraph Company. Complaint of service at Carolina Beach. Adjusted. No. 7028.

W. E. Breese v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted. No. 7037.

Covington Motor Company, Incorporated v. Southern Bell Telephone and Telegraph Company. Complaint as to requirement for installation of telephone. Dismissed. No. 7080.

Leazer Elevator Service v. Southern Bell Telephone and Telegraph Company. Complaint of telephone rental rate. Adjusted. No. 7091.

G. H. Ferguson v. Southern Bell Telephone and Telegraph Company. Complaint of rates in Fairmont Section, Raleigh. Dismissed. No. 7131.

J. Frank Houston v. Southern Bell Telephone and Telegraph Company. Complaint of delay in installation of telephone. Adjusted. No. 7158.

Peoples Drug Company v. Southern Bell Telephone and Telegraph Company. Complaint of service. Adjusted. No. 7174.

C. E. Lundy v. Southern Bell Telephone and Telegraph Company. Complaint of rates. Adjusted. No. 7195.

Mrs. W. L. McFadden v. Southern Bell Telephone and Telegraph Company and J. B. Whitesides, owner of Rural Lines. Complaint of service. Adjusted. No. 7215.

W. R. Dockery v. Southern Bell Telephone and Telegraph Company. Application for pay telephone station in Post Office at Marvel. Adjusted. No. 7246.

H. M. Reddick v. Southern Bell Telephone and Telegraph Company. Complaint of excessive charge. Adjusted. No. 7315.

R. B. Scarborough v. Southern Bell Telephone and Telegraph Company. Application for installation of telephone. Adjusted. No. 7331.

Atkinson-Smith Lumber Company v. Southern Bell Telephone and Telegraph Company. Complaint of failure to issue directory. Adjusted. No. 7348.

Wallace Telephone Company to the Commission. Reduction in telephone rates filed and approved. No. 6964.

Mrs. W. L. McFadden v. J. Bryan Whiteside, Telephone Manager. Complaint of service. Adjusted. No. 6992.

Yanceyville Telephone and Telegraph Company to the Commission. Rates for Yanceyville filed and approved. No. 7098.

TRANSPORTATION DEPARTMENT

Supplement No. 1 to Circular No. 291

Refer to Circular No. 291 and cancel therefrom all rates on GROUND LIMESTONE, Carloads. In future apply commodity rates published in CIRCULAR No. 350, supplements thereto or reissues thereof.

By order of the Commission:

Issued November 5, 1931.

Effective December 10, 1931.

R. O. SELF,

Clerk.

Supplement No. 1 to Circular No. 298

(Cancels Circular No. 298)

Supplement No. 1 to Circular No. 314

Circular No. 298, containing rates on TAN BARK, Carload, is hereby canceled. In future apply rates published in Circular No. 314. Rates on Lumber and Articles taking Lumber Rates.

Refer to Circular No. 314 and add to the description contained therein on lumber, the following:

BARK, TAN, Carload, Minimum Weight as follows:

Cars of 36 feet in length and over.....24,000 pounds

Cars under 36 feet in length.....20,000 pounds

By order of the Commission:

Issued January 12, 1931.

Effective January 30, 1931.

R. O. SELF,

Clerk.

Supplement No. 1 to Circular No. 301

(Cancels Circular No. 301)

Circular No. 301, containing Maximum Freight Rates on BARRELS, EMPTY, WOODEN, CARLOAD, is hereby cancelled. In future apply CLASS RATES.

By order of the Commission:

Issued July 10, 1931.

Effective July 30, 1931.

R. O. SELF,

Clerk.

MAXIMUM FREIGHT RATES ON COTTON AND KNITTING FACTORY PRODUCTS

Supplement No. 1 and cancellation of rates on Cotton Bagging (including brown cotton bagging) therein, are hereby cancelled. In future apply rates published in Circular No. 308.

By order of the Commission:

Issued September 14, 1932.

Effective October 1, 1932.

R. O. SELF,

Clerk.

Supplement No. 2 to Circular No. 308 (Cancels Supplement No. 1).

MAXIMUM FREIGHT RATES ON FURNITURE AND FURNITURE PARTS, FINISHED OR IN THE WHITE, RATED FOURTH CLASS OR HIGHER, CARLOAD, IN SOUTHERN CLASSIFICATION; IN STRAIGHT OR MIXED CARLOADS, SUBJECT TO MINIMUM WEIGHTS AS PROVIDED IN SOUTHERN CLASSIFICATION, BUT NOT TO EXCEED 12,000 POUNDS. SUBJECT TO RULE 34 OF SOUTHERN CLASSIFICATION.

Rates published in Circular No. 312 are hereby suspended until September 26, 1933, unless sooner cancelled, changed or extended.

During period of suspension the basis below:

Minimum weight 10,000 pounds.....	60 per cent of 1st class
Minimum weight 12,000 pounds.....	55 per cent of 1st class
Minimum weight 15,000 pounds.....	50 per cent of 1st class

(See Note) shall apply on the following description:

Furniture and Furniture Parts, rated fifty per cent of first class or higher, as described in Southern Classification under headings "Furniture," "Furniture, Metallic or Wooden," and "Furniture Parts"; also Spring Assemblies, Cushion, mattress inner filler, or seat; in straight or mixed carloads;

Also articles under said headings rated lower than fifty per cent of first class when shipped in mixed carloads with articles rated fifty per cent of first class or higher; Also Baby or Doll Carriages, Baby or Doll Go-Carts, Baby or Doll Sulkies, in straight or mixed carloads with furniture and furniture parts as described above.

And 40 per cent of first class on:

Metallic Furniture and Furniture Parts, rated fourth class or fifty per cent of first class, as described under headings "Furniture," "Furniture, Metallic or Wooden," and "Furniture Parts," in Southern Classification; Also Spring Assemblies, cushion, mattress inner filler, or seat; Also Furniture Casters; in straight or mixed carloads, minimum weight 20,000 pounds. (See Note.)

NOTE.—The minimum weights to be flat minimums for all size cars and the two-for-one rule not to apply.

These revised ratings will be subject to the following rule:

When the carload charge based on the higher rate at actual weight (but not less than the minimum weight specified for the higher rate) exceeds the charge based on the lower rate at actual weight (but not less than the minimum weight specified for the lower rate), the latter charge will apply.

For Rates see Agent F. L. Speiden's Freight Tariff No. 598-A, I. C. C. 752 (Agent Cottrell's series), North Carolina Tariff, supplements to and future issues of the same.

By order of the Commission:

Issued August 18, 1932.

Effective September 25, 1932.

Supplement No. 1 to Circular No. 312.

R. O. SELF,
Clerk.

Supplement No. 2 to Circular No. 322

(Cancels Circular No. 322)

Refer to Circular No. 322 and cancel all Commodity Rates on Charcoal, wood (not in tablets), Carload. IN FUTURE APPLY CLASS RATES.

By order of the Commission:

R. O. SELF,

Issued February 19, 1931.

Clerk.

Effective March 10, 1931.

MAXIMUM FREIGHT RATES ON a.—COTTON TIES AND BUCKLES, IRON OR STEEL, COTTON BALING, WITH OR WITHOUT BUCKLES (ATTACHED), IN BUNDLES; AND BUCKLES, IRON OR STEEL, COTTON BALING TIE, IN BAGS, BARRELS, BOXES OR WIRED BUNDLES, IN STRAIGHT OR MIXED CARLOADS, MINIMUM WEIGHT 30,000 POUNDS.

a. Cancel. Apply class rates.

By order of the Commission:

R. O. SELF,

Issued July 14, 1932.

Clerk.

Supplement No. 2 to Circular No. 328 (Cancels Circular No. 328).

Supplement No. 2 to Circular No. 332

(Cancels Supplement No. 1)

MAXIMUM FREIGHT RATES ON MOLASSES AND SYRUP, viz.

Amend Commodity Description to Read:

Molasses, and Syrup (except coloring, flavoring, fruit or medicated syrups);

Molasses, beet, cane or sorghum;

Corn Syrup, mixed:

In packages as provided in Southern Classification, straight or mixed carloads, minimum weight 36,000 pounds; in tank cars, minimum weight 50,000 pounds.

Commodities shown in Supplement No. 1 and not brought forward are hereby cancelled.

By order of the Commission:

R. O. SELF,

Issued December 15, 1931.

Clerk.

Effective January 15, 1932.

Supplement No. 2 to Circular No. 332 (Cancels Supplement No. 1).

GENERAL RULES GOVERNING NORTH CAROLINA
INTRASTATE TRAFFIC

Add to Circular No. 339:

Rule 6—Alternative Application of Combination Rates

If the charge based on the aggregate of intermediate local, joint or proportional rates approved or prescribed by this Commission, is lower than

the charge accruing under the through rates approved or prescribed from origin to destination, such lower charge will be the legal charge to apply.

By order of the Commission:

Issued May 26, 1932.

Effective June 15, 1932.

Supplement No. 1 to Circular No. 339.

R. O. SELF,

Clerk.

MAXIMUM FREIGHT RATES ON PAPER, viz.

a(2). GLAZED, for manufacture of paper boxes or for wrapping purposes, in boxes, bundles, crates or rolls, any quantity;

a(1). PRINTING, in boxes, bundles, crates or rolls, less than carload;

a. STRAWBOARD and PULPBOARD, in boxes, bundles, crates or rolls, less than carload;

a. WRAPPING or LINING, in boxes, bundles, crates or rolls, less than carload;

(2). GLAZED, for manufacture of paper boxes or for wrapping purposes, in boxes, bundles, crates or rolls, C. L., minimum weight 36,000 lbs.

a. Cancel. Apply class rates.

(1). Reissued from Supplement No. 1, effective January 5, 1931.

(2). Reissued from Supplement No. 2, effective January 10, 1931.

By order of the Commission:

Issued February 3, 1931.

Effective February 20, 1931.

Supplement No. 3 to Circular No. 343 (Cancels Supplement No. 2).

R. O. SELF,

Clerk.

MAXIMUM FREIGHT RATES ON BRICK AND ARTICLES TAKING SAME RATES, OR MADE WITH RELATION THERETO

List of Articles in Uniform Brick List

ITEM 1.

Rates apply on the following articles in straight or mixed carloads (unless otherwise indicated), minimum weight 50,000 pounds, made of (except as otherwise indicated), clay, concrete, gypsum, plaster or shale:

Blocks, viz.:

(Will not apply on Artificial Stone Blocks, Pieces or Slabs, in imitation of Natural Stone).

Building (solid, hollow or perforated), except enameled.

Cinder-Cement building.

Condensing (including condensing rings).

Facing (solid, hollow or perforated), except enameled.

Filter bed (solid, hollow or perforated), shale or fire clay.

Furnace.

Paving, shale or fire clay.

Radial.

Salt glazed, when shipped in same manner as building or facing blocks.

Segment.

Silo.

Brick, viz.:

Building (solid, hollow or perforated), except enameled.
 Common, as described in Item 2, when mixed with articles in this Item.
 (See Item 2 for basis for making rates on Brick, common, straight carloads.)
 Facing (solid, hollow or perforated), except enameled.
 Fire, including fire brick made of chrome, corundite, magnesite or silica.
 Furnace.
 Paving, shale or fire clay.
 Radial.
 Salt glazed, when shipped in same manner as building or facing brick.
 Sand.
 Sand cement.
 Sand lime.
 Slag.
 Zinc or lead glazed.

Clay:

Ground (fire).
 Fire clay, ground fire brick and water combined (unshaped plastic fire brick).

*Conduits, not lined.**Curbing, Clay or shale, street (verified).*

Furnace or Kiln Lining, or high temperature bonding mortar or cement, in bags or barrels, in straight carloads or in mixed carloads with fire brick or clay.

Shale, ground (fire).

Slabs (including silo slabs), clay, concrete or shale, not enameled, not roofing or ornamental, loaded loose in cars, or packed in crates or barrels, not individually packed, when shipped in same manner as building or facing brick.

**Tile:*

Fire-Proofing,
 Fire-Proofing or hollow building, broken, crushed or ground,
 Flat, unglazed, punched or not punched,
 Hollow building.

*Rates named herein on commodities bearing this reference mark will not apply on heavy load bearing Concrete Tile, as carried in Circular No. 271.

ITEM 2.**Basis for Rates on Common Brick**

On Brick, Common, not hollow, made from low-grade clay or shale, when not braced, wedged or packed for protection against rubbing, breaking or chipping, not including any grade (firsts, seconds, thirds, or culls), of enameled face, front, paving, fire or refractory brick, carload minimum weight marked capacity of car, (See Notes 1 and 2), rates will be 80 per cent of the mileage scale shown herein.

NOTE 1.—Where for its own convenience, a carrier furnishes a car that cannot be loaded to the marked capacity of car, such car must be loaded to full visible capacity and charges assessed on basis of actual weight, but not less than 50,000 pounds.

NOTE 2.—Where a carrier, for its own convenience provides a car of greater capacity than that ordered by shipper, charges shall be assessed on basis of minimum weight fixed for car of capacity ordered; provided the shipment could have been loaded into car of the capacity ordered; and provided, further, that where a car of greater capacity is accepted by shipper and loaded beyond the loading capacity of car ordered, the minimum weight shall be that of a car stencilled capacity next above the actual weight of shipment.

If, in any case, the rates on articles in the uniform brick list as described in Item 1, at actual weight subject to a carload minimum weight of 50,000 pounds, will result in a lower total charge, the latter

will apply in lieu of the common brick rates subject to a carload minimum weight based on marked capacity of car.

Rate in Cents Per One Hundred Pounds

Distances	Scale "A"		Scale "B"	
	Single Line	Joint Haul	Single Line	Joint Haul
10 miles and under.....	4	5	6	7
20 miles and over 10.....	4½	5½	6½	7½
30 miles and over 20.....	5	6	7	8
40 miles and over 30.....	5½	6½	7½	8½
50 miles and over 40.....	6	7	8	9
60 miles and over 50.....	6½	7½	8½	9½
70 miles and over 60.....	7	8	9	10
80 miles and over 70.....	7½	8	9½	10
90 miles and over 80.....	8	8	10	10
100 miles and over 90.....	8	8	10	10
120 miles and over 100.....	8½	8½	10½	10½
140 miles and over 120.....	9	9	11	11
160 miles and over 140.....	9½	9½	11½	11½
180 miles and over 160.....	10	10	12	12
200 miles and over 180.....	10½	10½	12½	12½
220 miles and over 200.....	11	11	13	13
240 miles and over 220.....	11½	11½	13½	13½
260 miles and over 240.....	12	12	14	14
280 miles and over 260.....	12½	12½	14½	14½
300 miles and over 280.....	13	13	15	15
320 miles and over 300.....	13½	13½	15½	15½
340 miles and over 320.....	14	14	16	16
360 miles and over 340.....	14½	14½	16½	16½
380 miles and over 360.....	15	15	17	17
400 miles and over 380.....	15½	15½	17½	17½
425 miles and over 400.....	16	16	18	18
450 miles and over 425.....	16½	16½	18½	18½
475 miles and over 450.....	17	17	19	19
500 miles and over 475.....	17½	17½	19½	19½
525 miles and over 500.....	18	18	20	20
550 miles and over 525.....	18½	18½	20½	20½
575 miles and over 550.....	19	19	21	21
600 miles and over 575.....	19½	19½	21½	21½
625 miles and over 600.....	20	20	22	22
650 miles and over 625.....	20½	20½	22½	22½
675 miles and over 650.....	21	21	23	23

Scale "A" Rates applicable to common carriers in Groups A, B and C of Circular No. 290.

Scale "B" Rates applicable to common carriers in Group D of Circular No. 290. The arbitrary of two (2) cents per 100 pounds on carload shipments allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

By order of the Commission:

Issued April 24, 1931.

Effective May 10, 1931.

Circular No. 346 (Cancels Circular No. 337).

R. O. SELF,
Clerk.

Supplement No. 1 to Circular No. 346

The effective date of Circular No. 346, containing

MAXIMUM FREIGHT RATES ON BRICK

And Articles Taking Same Rates, or Made With Relation Thereto, is Hereby Postponed Until June 10, 1931.

By order of the Commission:

R. O. SELF,

Issued May 1, 1931.

Clerk.

MAXIMUM FREIGHT RATES ON LIVE STOCK

(As described below)

DESCRIPTIONS

No.

1. Horses and Mules, Carload, Minimum Weight as shown on page 3.
2. Cattle Single Deck; Hogs, Sheep, Calves, Goats, Lambs and Kids, Double Deck, Carload, Minimum Weight as shown on page 3.
3. Calves and Hogs, Single Deck, Carload, Minimum Weight as shown on page 3.
4. Sheep, Goats, Lambs and Kids, Single Deck, Carload, Minimum Weight as shown on page 3.

Stocker Live Stock

5. Cattle, Single Deck; Hogs, Sheep, Calves, Goats, Lambs and Kids, Double Deck, Carload, Minimum Weight as shown on page 3.
6. Calves and Hogs, Single Deck, Carload, Minimum Weight as shown on page 3.
7. Sheep, Goats, Lambs and Kids, Single Deck, Carload, Minimum Weight as show on page 3.

Miles		Rates in Cents Per 100 Pounds													
		Description Number (see Above)													
		1		2		3		4		5		6		7	
		S.L.	J.L.	S.L.	J.L.	S.L.	J.L.	S.L.	J.L.	S.L.	J.L.	S.L.	J.L.	S.L.	J.L.
1 through 5	-----	11	14	7	10	8	11½	9	12½	5½	7½	6	8½	7	9½
6 through 10	-----	12½	15½	7	10	8	11½	9	12½	5½	7½	6	8½	7	9½
11 through 15	-----	14	17	8	11	9	12½	10	14	6	8½	7	9½	7½	10½
16 through 20	-----	15	18	9	12	10½	14	11½	15	7	9	8	10½	8½	11½
21 through 25	-----	16	19	10	13	11½	15	12½	16½	7½	10	8½	11½	9½	12½
26 through 30	-----	17	20	11	14	12½	16	14	17½	8½	10½	9½	12	10½	13
31 through 35	-----	18	21	12	15	14	17½	15	19	9	11½	10½	13	11½	14½
36 through 40	-----	19	22	13	16	15	18½	16½	20	10	12	11½	14	12½	15
41 through 50	-----	20½	23½	14	17	16	19½	17½	21½	10½	13	12	14½	13	16
51 through 60	-----	22	25	15	18	17½	20½	19	22½	11½	13½	13	15½	14½	17
61 through 70	-----	23½	26½	16	19	18½	22	20	24	12	14½	14	16½	15	18
71 through 80	-----	25	28	17	20	19½	23	21½	25	13	15	14½	17½	16	19
81 through 90	-----	26½	29½	18	21	20½	24	22½	26½	13½	16	15½	18	17	20
91 through 100	-----	28	31	19	22	22	25½	24	27½	14½	16½	16½	19	18	20½
101 through 110	-----	29	32	20	23	23	26½	25	29	15	17½	17½	20	19	22
111 through 120	-----	30	33	21	24	24	27½	26½	30	16	18	18	20½	20	22½
121 through 130	-----	31	34	22	25	25½	29	27½	31½	16½	19	19	22	20½	23½
131 through 140	-----	32	35	23	26	26½	30	29	32½	17½	19½	20	22½	22	24½
141 through 150	-----	33	36	24	27	27½	31	30	34	18	20½	20½	23½	22½	25½
151 through 160	-----	34	37	25	28	29	32	31½	35	19	21	22	24	23½	26½
161 through 170	-----	35	38	25½	28½	29½	33	32	35½	19	21½	22	25	24	26½
171 through 180	-----	35½	38½	26	29	30	33½	32½	36½	19½	22	22½	25	24½	27½
181 through 190	-----	36½	39½	27	30	31	34½	34	37½	20½	22½	23½	26	25½	28
191 through 200	-----	37	40	27½	30	31½	34½	34½	37½	20½	22½	23½	26	26	28
201 through 210	-----	38	40	28	30	32	34½	35	37½	21	22½	24	26	26½	28
211 through 220	-----	39	41	29	31	33½	35½	36½	39	22	23½	25	26½	27½	29½
221 through 230	-----	39½	41½	30	32	34½	37	37½	40	22½	24	26	28	28	30
231 through 240	-----	40½	42½	31	33	35½	38	39	41½	23½	25	26½	28½	29½	31
241 through 250	-----	41	43	32	34	37	39	40	42½	24	25½	28	29½	30	32
251 through 275	-----	42½	44½	33½	35½	38½	41	42	44½	25	26½	29	31	31½	33½
276 through 300	-----	44	46	35	37	40½	42½	44	46½	26½	28	30½	32	33	35
301 through 325	-----	45	47	36½	38½	42	44½	45½	48	27½	29	31½	33½	34	36
326 through 350	-----	46	48	38	40	43½	46	47½	50	28½	30	32½	34½	35½	37½
351 through 375	-----	47	48	39½	40½	45½	46½	49½	50½	29½	30½	34	35	37	38
376 through 400	-----	48	49	41	42	47	48½	51½	52½	31	31½	35½	36½	38½	39½
401 through 425	-----	49	50	42½	43½	49	50	53	54½	32	32½	37	37½	40	41
426 through 450	-----	50	51	44	45	50½	52	55	56½	33	34	38	39	41½	42½
451 through 480	-----	51	52	45	46	52	53	56½	57½	34	34½	39	40	42½	43
481 through 510	-----	53½	53½	46	46	53	53	57½	57½	34½	34½	40	40	43	43
511 through 540	-----	54	54	47	47	54	54	59	59	35½	35½	40½	40½	44½	44½
541 through 570	-----	55	55	48	48	55	55	60	60	36	36	41½	41½	45	45
571 through 600	-----	56½	56½	49	49	56½	56½	61½	61½	37	37	42½	42½	46	46

S. L.—Single Line.

J. L.—Joint Line.

The above scales of rates shall apply over lines of carriers listed in Groups A, B and C, of Circular No. 290.

Rates for account of carriers shown in Group D of Circular No. 290 shall be made by applying the following arbitraries to the above scales, such arbitraries to accrue solely to Group D carriers:

HORSES and MULES, not to exceed 5 cents per 100 pounds.

EDIBLE LIVESTOCK, not to exceed 4 cents per 100 pounds.

MINIMUM WEIGHTS ON LIVESTOCK

Horses and Mules

An estimated weight of 1,000 pounds for each animal will be applicable, subject to the following carload minimum weights:

36 feet 7 inches and under.....	23,000 pounds
Over 36 feet 7 inches to and including 38 feet 6 inches.....	24,500 pounds
Over 38 feet 6 inches to and including 40 feet 6 inches.....	25,760 pounds
Over 40 feet 6 inches.....	26,910 pounds

Minimum weights on beef and stock cattle, hogs and pigs, including stocker pigs, sheep, goats, lambs, kids, including stocker and calves, will be as follows:

Length of Cars (Inside Measurement) (Fractions of an inch will not be counted in computing length of car.)	Pounds							
	Cattle (Other than Stocker Cattle)	Stocker Cattle	Calves, S. D.	Hogs, S. D.	Sheep, Goats, Lambs, and Kids, S. D.	Calves, D. D.	Hogs, D. D.	Sheep, Goats, Lambs, and Kids, D. D.
36 feet 7 inches and less.....	20,000	20,000	16,000	16,000	12,000	22,000	22,000	18,000
Over 36 feet 7 inches to and includ- ing 38 feet.....	22,272	21,500	17,000	17,882	14,000	24,500	24,500	19,000
Over 38 feet to and including 40 feet.....	22,272	21,500	17,000	17,882	14,000	24,500	24,500	19,000
Over 40 feet to and including 41 feet.....	23,636	22,038	18,000	18,328	14,350	26,000	26,000	20,000
Over 41 feet to and including 42 feet.....	23,636	22,575	18,000	18,776	14,700	26,000	26,000	20,000
Over 42 feet to and including 43 feet.....	23,942	23,113	18,000	19,222	15,050	26,338	26,338	20,000
Over 43 feet to and including 44 feet.....	24,500	23,650	18,150	19,670	15,490	26,950	26,950	20,000
Over 44 feet.....	See Note 1	See Note 2	See Note 1	See Note 1	See Note 1	See Note 1	See Note 1	20,000

NOTE 1.—Where reference is made to this note, the following will apply:

For each foot or fraction of a foot in excess of 44 feet in length, add the following to the minimum weight provided for cars 44 feet long:

On beef cattle, also on calves, hogs, sheep, lambs, kids and goats, in double-deck cars	612½ pounds
On calves, in single-deck cars.....	412½ pounds
On hogs, in single-deck cars.....	475 pounds
On sheep, lambs, kids and goats, in single-deck cars.....	350 pounds

NOTE 2.—On stock cattle, the following will apply:

In cars over 44 feet to and including 45 feet in length.....	24,188 pounds
In cars over 45 feet to and including 46 feet in length.....	24,725 pounds
In cars over 46 feet to and including 47 feet in length.....	25,263 pounds

In cars over 47 feet to and including 48 feet in length.....	25,800	pounds
In cars over 48 feet to and including 49 feet in length.....	26,338	pounds
In cars over 49 feet to and including 50 feet in length.....	26,875	pounds
In cars over 50 feet long, add 538 pounds for each foot or fraction of a foot in excess of 50 feet to the minimum for 50-foot car.		

NOTE 3.—Cattle, in double-deck cars, will not be accepted.

By order of the Commission:

R. O. SELF,
Clerk.

Issued May 15, 1931.

Effective June 10, 1931.

Circular No. 347 (Cancels Circular No. 264).

MAXIMUM FREIGHT RATES ON ROAD BUILDING MATERIALS, viz.

Stone (crushed, broken or ground), stone screening, chert, gravel, sand, and/or slag, mixed or coated with asphalt, oil, tar, and/or lime; the weight of asphalt, oil, tar, and/or lime content to be more than 2 per cent, but not more than 9 per cent of the whole, and the percentage of the mixture to be specified on the bill of lading; carload, minimum weight 90 per cent of marked capacity of car, except where car is loaded to full visible capacity actual weight will be charged for.

Distances	Rates are Shown in Cents Per Net Ton	
	Scale "A"	Scale "B"
10 miles and under.....	80	110
20 miles and over 10.....	85	115
30 miles and over 20.....	90	120
40 miles and over 30.....	100	130
60 miles and over 40.....	110	140
80 miles and over 60.....	120	150
100 miles and over 80.....	130	160
125 miles and over 100.....	140	170
150 miles and over 125.....	150	180
175 miles and over 150.....	160	190
200 miles and over 175.....	165	195
230 miles and over 200.....	170	200
260 miles and over 230.....	180	210
290 miles and over 260.....	190	220
320 miles and over 290.....	195	225
360 miles and over 320.....	205	235
400 miles and over 360.....	215	245
440 miles and over 400.....	225	255
480 miles and over 440.....	235	265
520 miles and over 480.....	245	275

Scale "A" applicable for single and joint hauls over rails of carriers listed in Groups A, B and C of Circular No. 290, supplements thereto and reissues thereof.

Scale "B" applicable for single and joint hauls over rails of carriers listed in Group D of Circular No. 290, supplements thereto and reissues thereof. The arbitrary of 30 cents per net ton herein over Scale "A" rates shall accrue solely to the carrier or carriers in Group D of Circular No. 290.

By order of the Commission:

R. O. SELF,
Clerk.

Issued May 22, 1931.

Effective June 10, 1931.

Circular No. 348 (Cancels Circular No. 292).

MAXIMUM FREIGHT RATES ON LIMESTONE OR MARBLE (EXCEPT BITUMINOUS ROCK, ASPHALTIC LIMESTONE, BITUMINOUS ASPHALT ROCK, PHOSPHATE ROCK, OR GYPSUM), CRUSHED, GRANULATED, GROUND OR PULVERIZED TO FINENESS TO PASS THROUGH A SCREEN OF 5/16 INCH MESH, INCLUDING STONE DUST, IN BULK OR IN BAGS, IN CARLOADS, MINIMUM WEIGHT 60,000 POUNDS.

Distances	Rates are Shown in Cents Per Net Ton		
	Scale "A"	Scale "B"	Scale "C"
10 miles and under.....	70	90	95
20 miles and over 10.....	80	100	105
30 miles and over 20.....	90	110	115
40 miles and over 30.....	100	120	125
50 miles and over 40.....	110	130	135
60 miles and over 50.....	120	140	145
80 miles and over 60.....	130	150	155
100 miles and over 80.....	140	160	165
120 miles and over 100.....	150	170	175
140 miles and over 120.....	165	185	190
170 miles and over 140.....	180	200	205
200 miles and over 170.....	190	210	215
230 miles and over 200.....	200	220	225
260 miles and over 230.....	210	230	235
290 miles and over 260.....	220	240	245
320 miles and over 290.....	230	250	255
350 miles and over 320.....	240	260	265
380 miles and over 350.....	250	270	275
410 miles and over 380.....	260	280	285
440 miles and over 410.....	270	290	295
470 miles and over 440.....	280	300	305
500 miles and over 470.....	290	310	315
540 miles and over 500.....	300	320	325
580 miles and over 540.....	310	330	335
620 miles and over 580.....	320	340	345
660 miles and over 620.....	330	350	355

Scale A. The rates in this scale are applicable for single and joint line hauls over railroads listed in Groups "A" and "B" of Circular No. 349, Supplements thereto and reissues thereof.

Scale B. The rates in this scale are applicable between points on the Norfolk Southern Railroad and between points on the Norfolk Southern Railroad on the one hand and lines listed in Groups "A" and "B" of Circular No. 349, on the other hand.

Scale C. The rates in this scale are applicable between points on lines of carriers listed in Group "D" of Circular No. 349, also between carriers in Group "D" on the one hand and carriers listed in Groups "A," "B" and "C" on the other hand (see note).

NOTE.—The arbitrary of 20 cents allowed in Scale B over Scale A rates shall accrue solely to the Norfolk Southern Railway. The arbitrary of 25 cents allowed in Scale C over Scale A rates shall accrue solely to Group D carriers of Circular No. 349, except where the Norfolk Southern is also a participating carrier the following shall be used in dividing the arbitrary:

Deduct 5 cents from arbitrary of 25 cents and allow solely to Group D carriers; divide remaining 20 cents between Norfolk Southern Railroad and Group D carriers.

By order of the Commission:

R. O. SELF,

Issued November 5, 1931.

Clerk.

Effective December 10, 1931.

Circular No. 350 (Cancels Circular No. 291 to the extent shown in Supplement No. 1 thereto).

Supplement No. 1 to Circular No. 350

Amend Description in Circular No. 350 to read:

MAXIMUM FREIGHT RATES ON LIMESTONE* OR MARBLE (EXCEPT BITUMINOUS ROCK, ASPHALTIC LIMESTONE, BITUMINOUS ASPHALT ROCK, PHOSPHATE ROCK, OR GYPSUM), CRUSHED, GRANULATED, GROUND OR PULVERIZED TO FINENESS TO PASS THROUGH A SCREEN OF 5/16 INCH MESH, INCLUDING STONE DUST.

In bulk or in bags, in carloads, Minimum weight 60,000 pounds.

By order of the Commission:

R. O. SELF,

Issued June 27, 1932.

Clerk.

MAXIMUM FREIGHT RATES ON PETROLEUM AND PETROLEUM PRODUCTS, INCLUDING COMPOUNDED OILS OR GREASES HAVING A PETROLEUM BASE, AND BLENDED GASOLINES (See Notes 1, 2, and 3, page 2) VIZ:

ITEM 1:

Absorption oil,	Gasoline, casing head,	Putty oil,
Belt oil,	Gasoline, N. O. I. B. N.	Refined oil distillate,
Benzine,	in Southern Classification,	Refined oil, illuminating, or burning,
Blended gasolines,	Miners' oil stock,	Soap oil,
(See Note 3)	Harness oil,	Tanners' oil,
Compression oil,	Leather oil,	Tobacco oil,
Cordage oil,	Miners' oil,	Transformer oil,
Crude oil, (See Note 4)	Naphtha,	Wool oil, or
Floor oil,	Naphtha distillate,	Oil, N. O. I. B. N. in
Fuel oil, (See note 4)	Neatsfoot oil,	Southern Classification.
Gas oil, (See Note 4)		

In glass or earthenware, packed in barrels or boxes; in metal cans, partially or completely jacketed; in metal cans in boxes or in bulk in barrels; carload, minimum weight 26,000 pounds, subject to Rule 34 of Southern Classification. In tank cars, carload, estimated weight per gallon 6.6 pounds, subject to Rule 35 of Southern Classification.

Benzol (benzine) in metal cans in boxes or in bulk in barrels, carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Benzol-mixed-with-gasoline (mixture of benzol and gasoline) in iron or steel drums and iron or steel barrels, minimum carload weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

*Not applicable on ground or pulverized limestone in open top cars. (See Circular No. 356.)

Gas liquefied petroleum, having a vapor pressure exceeding 40 pounds per square inch, absolute (Reid method), at 100 degrees F., March to October, inclusive, or exceeding 45 pounds per square inch, absolute (Reid method), at 100 degrees F., November to February, inclusive, carloads, in tank cars of the type prescribed by the Interstate Commerce Commission (see B. W. Dunn Tariff 2, I. C. C. 2), subject to Rule 35 of Southern Classification, and an estimated weight of 6.6 pounds per gallon.

Gas liquefied petroleum, having a vapor pressure exceeding 40 pounds per square inch, absolute (Reid method) at 100 degrees F., March to October, inclusive, or exceeding 45 pounds per square inch, absolute (Reid method) at 100 degrees F., November to February, inclusive, in steel cylinders complying with the Interstate Commerce Commission's shipping container specifications (see B. W. Dunn Tariff 2, I. C. C. 2), carloads, minimum weight 60,000 pounds.

Gas, liquefied petroleum, with gas pressure not over 23 pounds per square inch at 70 degrees F., nor over 70 pounds per square inch at 130 degrees F., in steel drums of the type prescribed by the Interstate Commerce Commission (see B. W. Dunn Tariff 2, I. C. C. 2), carloads, minimum weight 60,000 pounds.

Grease, axle; Grease, N. O. I. B. N., in Southern Classification: In metal cans in crates; in wooden pails or tubs; in kits or iron or steel pails or in barrels or boxes; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Grease, lubricating, other than axle grease: In metal tubes in barrels or boxes; in metal cans in crates; in wooden pails or tubs; in kits or iron or steel pails or in barrels or boxes; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Grease, petroleum lubricating, combined with wool waste, in straight carloads or in mixed carloads with grease petroleum lubricating, minimum weight 30,000 lbs.

Lubricating oil, in glass or earthenware, packed in barrels or boxes, in metal cans, partially or completely jacketed; in metal cans in crates or boxes or in bulk in barrels; carload, minimum weight 26,000 pounds, subject to Rule 34 of Southern Classification. In tank cars, carload, estimated weight per gallon 6.6 pounds, subject to Rule 35 of Southern Classification.

Paraffine wax, in bags, barrels or boxes or in bulk; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Petrolatum or petrolatum preparations, including cosmoline, densoline, litholine, petroleum jelly, petrolina or vaseline (see Note 2 below): In glass or earthenware, packed in barrels or boxes; in metal tubes in barrels or boxes; in metal cans in barrels, boxes or crates; in wooden pails or tubs; in kits or iron or steel pails or in bulk in barrels; carload, minimum weight 30,000 pounds. In tank cars, carload, subject to Rule 35 of Southern Classification.

Petroleum or petroleum products, including compounded oils or greases having a petroleum base (see Notes 1 and 2 below) shipped in storage tanks: When the contents of storage tank equal or exceed one-third (1-3) of tank's capacity in gallons, the rating provided for oil of the same kind in barrels shall apply, actual weight of the oil and tank to be charged for, carload, minimum weight 30,000 pounds, subject to Rule 34 of Southern Classification. When the contents do not equal one-third (1-3) of tank's capacity, the shipment will be treated as a combination article (see Rule 18 of Southern Classification.)

Wax, N. O. I. B. N., in Southern Classification, in bags, barrels or boxes; carload, minimum weight 30,000 pounds: In tank cars, carload, subject to Rule 35 of Southern Classification.

Wax tailings, in barrels, carload minimum weight 30,000 pounds: In tank cars, carload, subject to Rule 35 of Southern Classification.

NOTE 1.—The term "having a petroleum base," as used in this item, means the principal ingredient of such compound oils or greases must be petroleum.

NOTE 2.—Petroleum oil, N. O. I. B. N. in Southern Classification, petrolatum or petrolatum preparations, prepared and represented as a remedy, medicine or lubricant for the human body, will be rated under the specification for medicine, N. O. I. B. N. in Southern Classification.

NOTE 3.—The term "blended gasolines" as used in this item covers motor fuels containing fifty per cent or more of gasoline.

NOTE 4.—Applies only in mixed carloads with one or more articles named in this item. For rates on crude, fuel and gas oils, see Item 2.

ITEM 2.

Rates on Crude petroleum oil, fuel oil (petroleum) and gas oil (petroleum), in bulk in barrels, straight or mixed carloads, minimum weight 40,000 pounds, or in tank cars, carload, estimated weight per gallon 7.4 pounds, subject to Rule 35 of Southern Classification, shall be 80 per cent of the rates shown in Item 1. Fractions of three-fourths of a cent, or over, shall be computed as one cent and fractions less than three-fourths, but not less than one-fourth of a cent, shall be computed as half cent. Fractions of less than one-fourth of a cent shall be dropped.

RATES ON PETROLEUM AND PETROLEUM PRODUCTS, C. L., AS DESCRIBED IN ITEM 1

Rates are in Cents Per Hundred Pounds

Scale "A"

Miles	Rate	Miles	Rate
1 through 5.....	10	181 through 190.....	32
6 through 10.....	11	191 through 200.....	33
11 through 15.....	12	201 through 210.....	33
16 through 20.....	13	211 through 220.....	34
21 through 25.....	14	221 through 230.....	34
26 through 30.....	15	231 through 240.....	35
31 through 35.....	16	241 through 260.....	36
36 through 40.....	17	261 through 280.....	37
41 through 45.....	18	281 through 300.....	38
46 through 50.....	18	301 through 320.....	39
51 through 55.....	19	321 through 340.....	40
56 through 60.....	20	341 through 360.....	41
61 through 65.....	20	361 through 380.....	42
66 through 70.....	21	381 through 400.....	42
71 through 75.....	22	401 through 420.....	43
76 through 80.....	22	421 through 440.....	44
81 through 85.....	23	441 through 460.....	44
86 through 90.....	24	461 through 480.....	45
91 through 95.....	24	481 through 500.....	46
96 through 100.....	25	501 through 520.....	47
101 through 110.....	26	521 through 540.....	47
111 through 120.....	27	541 through 560.....	48
121 through 130.....	28	561 through 580.....	49
131 through 140.....	28	581 through 600.....	50
141 through 150.....	29	601 through 620.....	51
151 through 160.....	30	621 through 640.....	52
161 through 170.....	31	641 through 660.....	53
171 through 180.....	31	661 through 680.....	54

Scale "B." Rates over routes made up in whole or in part of the lines of the Norfolk Southern Railroad (See Group C of Circular No. 352), an arbitrary equal to 20 per cent of the rates in Scale "A" may be added for that portion of the haul over the Norfolk Southern Railroad, subject to a maximum arbitrary of 6 cents per 100 pounds, which arbitrary shall accrue solely to the Norfolk Southern.

Scale "C." Rates over short or weak lines listed in Group D of Circular No. 352 shall be made by adding an arbitrary of six (6) cents per 100 pounds to the rates in Scale "A," which arbitrary shall accrue solely to said short or weak lines.

Carriers may, in the publication of these rates, adopt the same system of grouping points as used in the publication of interstate rates on petroleum and petroleum products.

By Order of the Commission:

Issued April 7, 1932.

Effective May 1, 1932.

Circular No. 351 (Cancels Circular No. 333.)

R. O. SELF,
Clerk.

LIST OF AND GROUP DESIGNATION OF COMMON CARRIERS IN NORTH CAROLINA

Group Designation of Common Carriers

For convenience of the Commission in referring to the common carriers of the State, they are hereby grouped as follows:

GROUP "A"

Atlantic Coast Line Railroad Company.
Cape Fear Railways, Incorporated.
Carolina, Clinchfield and Ohio Railway Company.
Durham and Southern Railway Company.
Moore Central Railway Company.
Norfolk and Western Railway Company (except Abingdon Branch).
Piedmont and Northern Railway Company.
Seaboard Air Line Railway Company,
(L. R. Powell, Jr., and E. W. Smith, Receivers).
Southern Railway Company.
Winston-Salem Southbound Railway Company.

GROUP "B"

Asheville and Craggy Mountain Railway.
Asheville Southern Railway Company.
Atlantic and Yadkin Railway Company.
Carolina and Northwestern Railway Company.
Carolina and Tennessee Southern Railway Company.
High Point, Randleman, Asheboro and Southern Railroad Company.
State University Railroad Company.
Yadkin Railroad Company.

GROUP "C"

Norfolk Southern Railroad Company.

GROUP "D"

Aberdeen and Rockfish Railroad Company.
Appalachian Railway Company.
Atlantic and Carolina Railroad Company.
Atlantic and Western Railroad Company.
Black Mountain Railway Company.
Bonlee and Western Railway Company.
Carolina and Northeastern Railroad Company.

Carolina Southern Railway Company
Cliffside Railroad Company.
Danville and Western Railway Company.
East Carolina Railway.
East Tennessee and Western North Carolina Railroad Company.
Graham County Railroad Company.
High Point, Thomasville and Denton Railroad Company.
Laurinburg and Southern Railroad Company.
Lawndale Railway and Industrial Company.
Linville River Railroad Company.
Louisville and Nashville Railroad Company.
Maxton, Alma, and Southbound Railroad Company.
Norfolk and Western Railway Company (Abingdon Branch).
Raleigh and Charleston Railroad Company.
Rockingham Railroad Company.
Tallulah Falls Railway Company.
Tennessee and North Carolina Railway Company.
Townsville Railroad Company, The
Tuckaseegee and Southeastern Railway Company.
Virginia and Carolina Southern Railroad Company.
Warrenton Railroad Company.
Wilmington, Brunswick and Southern Railroad Company.

ITEM 1.—On joint traffic between stations on the Southern Railway and stations on the lines in Group "B," apply Southern Railway single line rates; Provided, the provisions of this item will not apply to traffic moving between Greensboro and Rural Hall, N. C., on the one hand, and stations on the Atlantic and Yadkin Railway, on the other hand.

ITEM 2.—On joint traffic between stations on the lines of Group "B" carriers and stations on the lines of Group "A," "C," and "D" carriers, when the Southern Railway is a party to the movement, the mileage of Group "B" carriers must be treated as a part of the Southern Railway mileage.

By Order of the Commission:

Issued April 7, 1932.

Effective May 1, 1932.

Circular No. 352 (Cancels Circular No. 349).

R. O. SELF,
Clerk.

MAXIMUM CLASS RATES

Classes	1	2	3	4	5	6	7	8	9	10	11	12
Percentage Relationship	100	85	70	55	45	40	35	30	25	22½	20	17½

Applicable to Common Carriers in Groups A and B of Circular No. 352,
supplements thereto and successive issues thereof

Rates in Cents

Distances	Classes											
	1	2	3	4	5	6	7	8	9	10	11	12
5 miles and under	34	28	23	18	15	13	12	10	9	8	7	6
10 miles and over 5	36	30	25	20	16	14	13	11	9	8	7	6
15 miles and over 10	39	33	27	21	17	15	13	12	10	9	8	7
20 miles and over 15	41	35	29	23	18	16	14	12	10	9	8	7
25 miles and over 20	44	37	30	24	20	17	15	13	11	10	9	8
30 miles and over 25	46	39	32	25	21	18	16	14	12	10	9	8
35 miles and over 30	49	41	34	27	22	19	17	15	13	11	10	8
40 miles and over 35	51	43	36	28	23	20	18	15	13	11	10	9
45 miles and over 40	54	45	37	29	24	21	19	16	14	12	11	9
50 miles and over 45	56	48	39	31	25	22	20	17	14	13	11	10
55 miles and over 50	59	50	41	32	26	23	20	18	15	13	12	10
60 miles and over 55	61	52	43	34	27	24	21	18	15	14	12	11
65 miles and over 60	64	54	44	35	29	25	22	19	16	14	13	11
70 miles and over 65	66	56	46	36	30	26	23	20	17	15	13	12
75 miles and over 70	68	58	48	38	31	27	24	21	17	15	14	12
80 miles and over 75	70	60	49	39	32	28	25	21	18	16	14	12
85 miles and over 80	72	61	50	39	32	29	25	21	18	16	14	13
90 miles and over 85	73	62	51	40	33	29	26	22	18	16	15	13
95 miles and over 90	74	63	52	41	33	30	26	22	19	17	15	13
100 miles and over 95	76	65	53	42	34	30	27	23	19	17	15	13
110 miles and over 100	79	67	55	43	36	32	28	24	20	18	16	14
120 miles and over 110	82	70	57	45	37	33	29	25	21	18	16	14
130 miles and over 120	85	72	59	47	38	34	30	26	21	19	17	15
140 miles and over 130	88	75	62	49	40	35	31	26	22	20	18	15
150 miles and over 140	91	77	64	50	41	36	32	27	23	20	18	16
160 miles and over 150	94	80	66	52	42	38	33	28	24	21	19	16
170 miles and over 160	96	82	67	53	43	38	34	29	24	22	19	17
180 miles and over 170	98	83	69	54	44	39	34	29	25	22	20	17
190 miles and over 180	100	85	70	55	45	40	35	30	25	23	20	18
200 miles and over 190	102	87	71	56	46	41	36	31	26	23	20	18
210 miles and over 200	104	88	73	57	47	42	36	31	26	23	21	18
220 miles and over 210	106	90	74	58	48	42	37	32	27	24	21	19
230 miles and over 220	108	92	76	59	49	43	38	32	27	24	22	19
240 miles and over 230	110	94	77	61	50	44	39	33	28	25	22	19
260 miles and over 240	114	97	80	63	51	46	40	34	29	26	23	20
280 miles and over 260	118	100	83	65	53	47	41	35	30	27	24	21
300 miles and over 280	122	104	85	67	55	49	43	37	31	27	24	21
320 miles and over 300	126	107	88	69	57	50	44	38	32	28	25	22
340 miles and over 320	130	111	91	72	59	52	46	39	33	29	26	23
360 miles and over 340	134	114	94	74	60	54	47	40	34	30	27	23
380 miles and over 360	138	117	97	76	62	55	48	41	35	31	28	24
400 miles and over 380	142	121	99	78	64	57	50	43	36	32	28	25
420 miles and over 400	145	123	102	80	65	58	51	44	36	33	29	25
440 miles and over 420	148	126	104	81	67	59	52	44	37	33	30	26

Rates in Cents

Distances	Classes											
	1	2	3	4	5	6	7	8	9	10	11	12
460 miles and over 440-----	151	128	106	83	68	60	53	45	38	34	30	26
480 miles and over 460-----	154	131	108	85	69	62	54	46	39	35	31	27
500 miles and over 480-----	157	133	110	86	71	63	55	47	39	35	31	27
520 miles and over 500-----	160	136	112	88	72	64	56	48	40	36	32	28
540 miles and over 520-----	163	139	114	90	73	65	57	49	41	37	33	29
560 miles and over 540-----	166	141	116	91	75	66	58	50	42	37	33	29
580 miles and over 560-----	169	144	118	93	76	68	59	51	42	38	34	30
600 miles and over 580-----	172	146	120	95	77	69	60	52	43	39	34	30
620 miles and over 600-----	175	149	123	96	79	70	61	53	44	39	35	31
640 miles and over 620-----	178	151	125	98	80	71	62	53	45	40	36	31
660 miles and over 640-----	181	154	127	100	81	72	63	54	45	41	36	32
680 miles and over 660-----	184	156	129	101	83	74	64	55	46	41	37	32
700 miles and over 680-----	187	159	131	103	84	75	65	56	47	42	37	33

Rates for account of the Norfolk Southern Railroad (see Group C of Circular 352) shall be determined by adding the following arbitraries to rates published above for that part of the haul over the Norfolk Southern Railroad:

Distances	First Class Arbitrary	Distances	First Class Arbitrary
10 miles and under-----	6	190 miles and over 160-----	15
25 miles and over 10-----	7	220 miles and over 190-----	16
40 miles and over 25-----	8	250 miles and over 220-----	17
50 miles and over 40-----	9	290 miles and over 250-----	18
65 miles and over 50-----	10	330 miles and over 290-----	20
80 miles and over 65-----	11	370 miles and over 330-----	21
100 miles and over 80-----	12	410 miles and over 370-----	22
120 miles and over 100-----	12	450 miles and over 410-----	23
140 miles and over 120-----	13	500 miles and over 450-----	24
160 miles and over 140-----	14	Over 500 miles-----	25

Rates for account of the carriers shown in Group D of Circular No. 352 shall be determined by the distance rates shown above for account of carriers shown in Groups "A" and "B" of Circular No. 352, plus arbitraries similar to, but not necessarily the same as, those prescribed for account of the Norfolk Southern Railroad (Group "C" of Circular No. 352).

Carriers may, in the publication of these rates, adopt the same system of grouping points as used in the publication of interstate rates carried in Agent Cottrell's I. C. C. 752, supplements to and successive issues of the same.

By Order of the Commission:
 Issued May 26, 1932.
 Circular No. 353.

R. O. SELF,
 Clerk.

MAXIMUM FREIGHT RATES ON—

Fruit, fresh:

Peaches or plums, fresh, when packed in standard six basket crates, in standard bushel baskets, in half-bushel baskets, in bushel bituminous composition fibreboard boxes, half-bushel bituminous composition fibreboard boxes, in peck baskets, or in peach box (California Box), straight or mixed carloads (see Notes 1, 2 and 3).

NOTE 1. Specification of standard containers.

For specification of standard containers, See Agent E. H. Dulaney's I.C.C. No. 43, supplements thereto or successive issues thereof.

NOTE 2. Cost of Refrigeration.

Rates provided herein do not include refrigeration. For refrigeration rates, see Agent R. C. Dearborn's I.C.C. No. 4, Perishable Protective Tariff 5, supplements thereto or successive issues thereof.

NOTE 3. Carload minimum weights and basis for assessing freight charges when cars are loaded in excess of carload minimum.

WHEN PACKED IN STANDARD SIX-BASKET CRATES, IN STRAIGHT CARLOADS

When cars contain 448 crates, or less, carload minimum 22,850 pounds; when cars contain in excess of 448 crates, freight charges will be assessed on weight computed on basis of 51 pounds per standard six-basket crate.

EXCEPTION: When for carriers' convenience cars with inside length of less than 32 feet are furnished, and such cars contain 392 crates, or less, carload minimum weight 20,000 pounds; when such cars contain in excess of 392 crates, freight charges will be assessed on weight computed on basis of 51 pounds per standard six-basket crate.

WHEN PACKED IN STANDARD BUSHEL BASKETS, IN STRAIGHT CARLOADS

When cars contain 387 bushel baskets, or less, carload minimum 21,280 pounds; when cars contain in excess of 387 bushel baskets, freight charges will be assessed on weight computed on basis of 55 pounds per standard bushel basket.

EXCEPTION: When for carriers' convenience cars with inside length of less than 32 feet are furnished, and such cars contain 351 bushel baskets, or less, carload minimum weight 19,300 pounds, when such cars contain in excess of 351 bushel baskets, freight charges will be assessed on weight computed on basis of 55 pounds per standard bushel basket.

WHEN PACKED IN HALF-BUSHEL BASKETS, IN STRAIGHT CARLOADS

When cars contain 774 half-bushel baskets, or less, carload minimum 21,670 pounds; when cars contain in excess of 774 half-bushel baskets, freight charges will be assessed on weight computed on basis of 28 pounds per half-bushel basket.

EXCEPTION: When for carriers' convenience cars with inside length of less than 32 feet are furnished, and such cars contain 702 half-bushel baskets or less, carload minimum 19,660 pounds; when such cars contain in excess of 702 half-bushel baskets, freight charges will be assessed on weight computed on basis of 55 pounds per standard bushel basket.

WHEN PACKED IN BUSHEL BITUMINOUS COMPOSITION FIBREBOARD BOXES, IN STRAIGHT CARLOADS

When cars contain 387 bushel bituminous composition fibreboard boxes, or less, carload minimum 21,280 pounds; when such cars contain in excess of 387 bushel bituminous composition fibreboard boxes, freight charges will be assessed on weight computed on basis of 55 pounds per bushel bituminous composition fibreboard box.

EXCEPTION: When for carriers' convenience cars with inside length less than 32 feet are furnished, and such cars contain 351 bushel bituminous com-

position fibreboard boxes, or less, carload minimum weight 19,300 pounds; when such cars contain in excess of 351 bushel bituminous composition fibreboard boxes, freight charges will be assessed on weight computed on basis of 55 pounds per bushel bituminous composition fibreboard box.

WHEN PACKED IN HALF-BUSHEL BITUMINOUS COMPOSITION FIBREBOARD BOXES,
IN STRAIGHT CARLOADS

When cars contain 774 half-bushel bituminous composition fibreboard boxes, or less, carload minimum 21,670 pounds; when cars contain in excess of 774 half-bushel bituminous composition fibreboard boxes, freight charges will be assessed on weight computed on basis of 28 pounds per half-bushel bituminous composition fibreboard box.

EXCEPTION: When for carriers' convenience cars with inside length of less than 32 feet are furnished, and such cars contain 702 half-bushel bituminous composition fibreboard boxes, or less, carload minimum 19,660 pounds; when such cars contain in excess of 702 half-bushel bituminous composition fibreboard boxes, freight charges will be assessed on weight computed on basis of 28 pounds per half-bushel bituminous composition fibreboard box.

WHEN PACKED IN PECK BASKETS, IN STRAIGHT CARLOADS

When cars contain 1,548 peck baskets, or less, carload minimum 21,670 pounds; when cars contain in excess of 1,548 peck baskets, freight charges will be assessed on weight computed on basis of 14 pounds per peck basket.

EXCEPTION: When for carriers' convenience cars with inside length of less than 32 feet are furnished, and such cars contain 1,404 peck baskets, or less, carload minimum 19,660 pounds; when such cars contain in excess of 1,404 peck baskets, freight charges will be assessed on weight computed on basis of 14 pounds per peck basket.

WHEN PACKED IN PEACH BOX (CALIFORNIA BOX), IN STRAIGHT CARLOADS

Cars containing 800 boxes or less shall be billed at 24,000 pounds; when cars contain in excess of 800 boxes, freight charges will be assessed on basis of 30 pounds per box for the entire car.

WHEN PACKED IN STANDARD SIX-BASKET CRATES, STANDARD BUSHEL BASKETS,
HALF-BUSHEL BASKETS, BUSHEL BITUMINOUS COMPOSITION FIBREBOARD
BOXES, HALF BUSHEL BITUMINOUS COMPOSITION FIBREBOARD
BOXES, AND/OR PECK BASKETS, IN MIXED CARLOADS

Freight charges on cars containing a mixture of shipments packed in standard six-basket crates and/or standard bushel baskets and/or half-bushel baskets and/or bushel bituminous composition fibreboard boxes and/or half-bushel bituminous composition fibreboard boxes and/or peck baskets will be assessed on weight computed as follows:

- 51 pounds per standard six-basket crate,
- 55 pounds per standard bushel basket,
- 28 pounds per half-bushel basket,
- 55 pounds per bushel bituminous composition fibreboard box,
- 28 pounds per half-bushel bituminous composition fibreboard box,
- 14 pounds per peck basket,

subject to a carload minimum weight of 22,850 pounds, except when, for carriers' convenience, cars with inside length of less than 32 feet are furnished, such cars will be subject to carload minimum weight of 20,000 pounds.

WHEN PACKED IN PEACH BOX (CALIFORNIA BOX), IN MIXED CARLOADS

When shipped in mixed carloads with the various containers authorized, the minimum weight will be 24,000 pounds, except when for carriers' convenience cars with inside length of less than 32 feet are furnished, such cars will be subject to a carload minimum weight of 20,000 pounds, when containing 666 boxes or less.

Rates In Cents Per 100 Pounds

Miles	Scale "A"	Scale "B"	Miles	Scale "A"	Scale "B"
5 and under	16	23	190 and over 180	47	54
10 and over 5	17	24	200 and over 190	48	55
15 and over 10	18	25	210 and over 200	49	56
20 and over 15	19	26	220 and over 210	50	57
25 and over 20	21	28	230 and over 220	51	58
30 and over 25	22	29	240 and over 230	52	59
35 and over 30	23	30	260 and over 240	54	61
40 and over 35	24	31	280 and over 260	55	62
45 and over 40	25	32	300 and over 280	57	64
50 and over 45	26	33	320 and over 300	59	66
55 and over 50	28	35	340 and over 320	61	68
60 and over 55	29	36	360 and over 340	63	70
65 and over 60	30	37	380 and over 360	65	72
70 and over 65	31	38	400 and over 380	67	74
75 and over 70	32	39	420 and over 400	68	75
80 and over 75	33	40	440 and over 420	70	77
85 and over 80	34	41	460 and over 440	71	78
90 and over 85	34	41	480 and over 460	72	79
95 and over 90	35	42	500 and over 480	74	81
100 and over 95	36	43	520 and over 500	75	82
110 and over 100	37	44	540 and over 520	77	84
120 and over 110	39	46	560 and over 540	78	85
130 and over 120	40	47	580 and over 560	79	86
140 and over 130	41	48	600 and over 580	81	88
150 and over 140	43	50	620 and over 600	82	89
160 and over 150	44	51	640 and over 620	84	91
170 and over 160	45	52	660 and over 640	85	92
180 and over 170	46	53	680 and over 660	86	93

SCALE "A"

Applicable for single and joint hauls over rails of carriers listed in Groups A, B and C of Circular No. 352, supplements thereto and reissues thereof.

SCALE "B"

Applicable for single and joint hauls over rails of carriers listed in Group D of Circular No. 352, supplements thereto and reissues thereof. The arbitrary of seven (7) cents allowed in this scale over the rates in Scale "A" shall accrue solely to the carrier or carriers in Group D of Circular No. 352.

By order of the Commission:

R. O. SELF,

Issued May 15, 1932.

Clerk.

Effective May 23, 1932.

Circular No. 354 (Cancels Circular No. 323).

MAXIMUM FREIGHT RATES ON—

DESCRIPTION A. Iron or steel, scrap or pieces, not copper clad (see Note 1) borings, filings or turnings, not granulated, ground nor powdered in straight or mixed carloads (not subject to Rule 24 of Southern Classification) carload minimum weight 50,000 pounds. (See Note 2.)

DESCRIPTION B. Iron or steel, scrap or pieces, not copper clad (see Note 1) borings, filings or turnings, not granulated, ground nor powdered in straight or mixed carloads (not subject to Rule 24 of Southern Classification) carload minimum weight 80,000 pounds. (See Note 2.)

NOTE 1. Rates apply only on scraps or pieces of iron or steel having value for remelting purposes only.

NOTE 2. When the carload charge based on the higher rate at actual weight (but not less than the minimum weight specified for the higher rate) as shown under Description A, exceeds the charge based on the lower rate at actual weight (but not less than the minimum weight specified for the lower rate) as shown under Description B, the latter charge will apply.

RATES IN CENTS PER TON OF 2,000 POUNDS

For single and joint application over Common Carriers listed in Groups A and B of Circular No. 352, supplements thereto and successive issues thereof.

Miles	Description		Miles	Description	
	A	B		A	B
1 through 5.....	70	55	261 through 280.....	325	260
6 through 10.....	80	65	281 through 300.....	340	270
11 through 15.....	90	70	301 through 320.....	355	285
16 through 20.....	100	80	321 through 340.....	370	295
21 through 25.....	110	90	341 through 360.....	385	310
26 through 30.....	120	95	361 through 380.....	400	320
31 through 40.....	130	105	381 through 400.....	415	330
41 through 50.....	140	110	401 through 420.....	430	345
51 through 60.....	150	120	421 through 440.....	445	355
61 through 70.....	160	130	441 through 460.....	460	370
71 through 80.....	170	135	461 through 480.....	475	380
81 through 90.....	180	145	481 through 500.....	490	390
91 through 100.....	190	150	501 through 520.....	505	405
101 through 120.....	205	165	521 through 540.....	520	415
121 through 140.....	220	175	541 through 560.....	535	430
141 through 160.....	235	190	561 through 580.....	550	440
161 through 180.....	250	200	581 through 600.....	565	450
181 through 200.....	265	210	601 through 620.....	580	465
201 through 220.....	280	225	621 through 640.....	595	475
221 through 240.....	295	235	641 through 660.....	610	490
241 through 260.....	310	250	661 through 680.....	625	500

Rates for account of the Norfolk Southern Railroad (See Group C of Circular No. 352, supplements thereto or reissues thereof) shall be determined by adding the following arbitraries to rates published on Page 1:

DESCRIPTION A

Add 20 cents per ton of 2,000 pounds.

DESCRIPTION B

Add 15 cents per ton of 2,000 pounds.

Rates for account of carriers shown in Group D of Circular No. 352, supplements thereto or reissues thereof, shall be determined by the distance rates shown on Page No. 1 for account of carriers listed in Groups A and B of Circular No. 352, plus the following arbitraries:

DESCRIPTION A

Add 25 cents per ton of 2,000 pounds.

DESCRIPTION B

Add 20 cents per ton of 2,000 pounds.

Carriers may, in the publication of these rates, adopt the same system of grouping points as used in the publication of interstate rates carried in Agent F. L. Speiden's Freight Tariff No. 243, I.C.C. 1602, supplements to and successive issues of the same.

By order of the Commission.

R. O. SELF,

Issued June 27, 1932.

Clerk.

Effective July 14, 1932.

Circular No. 355 (Cancels Circular No. 294).

MAXIMUM FREIGHT RATES ON—

Marble, Granite and Stone (Crushed or Rubble), Stone Screenings, Gravel (Washed), Slag, Chert, Cinders, and Sand, in Straight or mixed carloads, carload minimum weight 90 per cent of marked capacity of car, except when cars are loaded to their visible capacity the actual weight will govern.

Limestone, ground or pulverized, moving in open top equipment, C.L., minimum 90 per cent of marked capacity of car, except when cars are loaded to their visible capacity the actual weight will govern. (For rates in other than open top equipment, see Circular No. 350, supplements thereto and re-issues thereof.)

PER TON OF 2,000 POUNDS

Applicable to Common Carriers in Groups A, B and C of Circular No. 352, Supplements thereto and successive issues thereof; also Louisville & Nashville Railroad and Abingdon Branch of the Norfolk & Western Railway.

Distances	Single Line	Joint Line	Distances	Single Line	Joint Line
10 miles and under.....	50	65	230 miles and over 200.....	140	150
20 miles and over 10.....	55	70	260 miles and over 230.....	150	160
30 miles and over 20.....	60	75	290 miles and over 260.....	160	170
40 miles and over 30.....	70	85	320 miles and over 290.....	165	175
60 miles and over 40.....	80	95	360 miles and over 320.....	175	180
80 miles and over 60.....	90	105	400 miles and over 360.....	185	190
100 miles and over 80.....	100	115	440 miles and over 400.....	195	200
125 miles and over 100.....	110	125	480 miles and over 440.....	205	210
150 miles and over 125.....	120	135	520 miles and over 480.....	215	215
175 miles and over 150.....	130	140	560 miles and over 520.....	225	225
200 miles and over 175.....	135	145	600 miles and over 560.....	235	235

Rates over short or weak lines listed in Group D of Circular No. 352, shall be made by adding an arbitrary of twenty-five (25) cents per ton of 2,000 pounds to the rates above, which arbitrary shall accrue solely to said short or weak lines.

By order of the Commission:

R. O. SELF,

Issued June 27, 1932.

Clerk.

Circular No. 356 (Cancels Circular No. 284).

MAXIMUM FREIGHT RATES ON—

Marble, Granite and Stone (Crushed or Rubble), Stone Screenings, Gravel (Washed), Slag, Chert, Cinders, and Sand, in Straight or mixed carloads, carload minimum weight 90 per cent of marked capacity of car, except when cars are loaded to their visible capacity the actual weight will govern.

Limestone, ground or pulverized, moving in open top equipment, C.L., minimum 90 per cent of marked capacity of car, except when cars are loaded to their visible capacity the actual weight will govern. For rates in other than open top equipment, see Circular No. 350, supplements thereto and reissues thereof.)

As a result of hearing at Raleigh on April 8, 1931, the Commission provided in Item 2, shown in Circular No. 346, rule governing the matter or rights of shipper and carrier respecting ordering and furnishing equipment of capacity desired for moving common brick and related articles.

The Commission continually receives, from time to time, complaints covering the same subject when related to sand, gravel and stone shipments and on which subject a hearing was held at Raleigh, August 25, 1931, and the Commission issued specific order to cover overcharge, dated September 2, 1931,

In view of the fact the matters and things herein referred to have been fully heard and rulings promulgated by the Commission thereon, amendment is hereby made to Circular No. 356, covering Sand, Gravel, Stone, etc., as follows:

Where a carrier, for its own convenience, provides a car of greater capacity than that ordered by shipper, charges shall be assessed on basis of minimum weight fixed for car of capacity ordered; provided the shipment could have been loaded into car of the capacity ordered; and provided, further that where a car of greater capacity is accepted by shipper and loaded beyond the loading capacity of the car ordered, the minimum weight shall be that of a car of stencilled capacity next above the actual weight of the shipment.

By order of the Commission:

R. O. SELF,

Issued August 29, 1932.

Clerk.

Effective September 25, 1932.

Supplement No. 1 to Circular No. 356.

MAXIMUM FREIGHT RATES ON—

Ice, loose or in packages (See Note), carload, minimum weight 40,000 pounds.

NOTE. Not to exceed 2,000 pounds of chaff, hay, straw, shavings, sawdust or similar packing material will be carried free with each car of ice as a preservative.

Distances	In Cents Per 100 Pounds					
	Scale "A"		Scale "B"		Scale "C"	
	Single	Joint	Single	Joint	Single	Joint
5 miles and under.....	3½	5	4	6	8	8
10 miles and over 5.....	4½	5½	4½	6½	8	8
15 miles and over 10.....	5	6	5½	7	9	9
20 miles and over 15.....	5	7	5½	7	9	9
25 miles and over 20.....	5½	7	6	8	10	10
30 miles and over 25.....	6	7	6½	8	10	10
35 miles and over 30.....	6	8	6½	8½	11	11
40 miles and over 35.....	7	8	7	9	11	11
50 miles and over 40.....	7½	8½	8	9	12	12
60 miles and over 50.....	7½	9	8½	9½	12½	13
70 miles and over 60.....	8	9	8½	10½	13	14
80 miles and over 70.....	8	9½	9	10½	13	14½
90 miles and over 80.....	8½	10	9	11	13½	15
100 miles and over 90.....	9	10	9	11	14	15
120 miles and over 100.....	9	10½	9	11½	14	15½
140 miles and over 120.....	9½	10½	9½	11½	14½	15½
150 miles and over 140.....	10	11½	10	11½	15	16½

On Ice moving for greater distances, apply 12th class (17½ per cent of first class), published in Agent Cottrell's North Carolina Tariff, I. C. C. 752, supplements thereto and reissues thereof.

SCALE "A"

Application to common carriers in Groups A and B of Circular No. 352, supplements to and reissues thereof.

SCALE "B"

Applicable to common carriers in Group C of Circular No. 352, supplements thereto and reissues thereof. The excess of Scale "B" over Scale "A" rates shall accrue solely to the line or lines in Group C.

SCALE "C"

Applicable to common carriers named in Group D of Circular No. 352, supplements thereto or reissues thereof. The excess of Scale "C" over Scale "A" rates shall accrue solely to the line or lines in Group D.

By order of the Commission:

R. O. SELF,

Issued August 23, 1932.

Clerk.

Effective September 25, 1932.

Circular No. 357 (Cancels Circular No. 327).

MAXIMUM FREIGHT RATES ON—

Cotton ties and buckles, iron or steel, cotton baling, with or without buckles (attached), in bundles; and buckles, iron or steel, cotton baling tie, in bags, barrels, boxes or wired bundles, in straight or mixed carloads, minimum weight 30,000 pounds.

In Cents Per 100 Pounds

Miles	Scale "A"		Scale "B"		Miles	Scale "A"		Scale "B"	
	S. L.	J. L.	S. L.	J. L.		S. L.	J. L.	S. L.	J. L.
1 through 5.....	6	-----	11	-----	241 through 260.....	26	28	31	33
6 through 10.....	7	10	12	15	261 through 280.....	27	28	32	33
11 through 15.....	8	11	13	16	281 through 300.....	28	29	33	34
16 through 20.....	9	12	14	17	301 through 320.....	28	29	33	34
21 through 25.....	10	13	15	18	321 through 340.....	29	30	34	35
26 through 30.....	11	14	16	19	341 through 360.....	29	30	34	35
31 through 40.....	12	15	17	20	361 through 380.....	30	31	35	36
41 through 50.....	13	16	18	21	381 through 400.....	30	31	35	36
51 through 60.....	14	17	19	22	401 through 420.....	31	32	36	37
61 through 70.....	15	17	20	22	421 through 440.....	31	32	36	37
71 through 80.....	16	18	21	23	441 through 460.....	32	33	37	38
81 through 90.....	17	19	22	24	461 through 480.....	33	34	38	39
91 through 100.....	18	20	23	25	481 through 500.....	34	35	39	40
101 through 120.....	19	21	24	26	501 through 520.....	35	36	40	41
121 through 140.....	20	22	25	27	521 through 540.....	35	36	40	41
141 through 160.....	21	23	26	28	541 through 560.....	36	37	41	42
161 through 180.....	22	24	27	29	561 through 580.....	37	38	42	43
181 through 200.....	23	25	28	30	581 through 600.....	37	38	42	43
201 through 220.....	24	26	29	31	601 through 620.....	38	39	43	44
221 through 240.....	25	27	30	32	621 through 640.....	39	40	44	45
					641 through 660.....	39	40	44	45

S. L.—Single Line.

J. L.—Joint Line.

SCALE "A"

Applicable to common carriers in Groups A, B and C of Circular No. 352, supplements thereto and reissues thereof.

SCALE "B"

Applicable to common carriers in Group D of Circular No. 352. The arbitrary of five (5) cents in this scale over rates in Scale "A" shall accrue solely to Group D Carrier or Carriers.

By order of the Commission.

Issued September 14, 1932.

Effective October 1, 1932.

Circular No. 358.

R. O. SELF,
Clerk.

ATLANTIC COAST LINE RAILROAD COMPANY

Road operated in states of Virginia, North Carolina, South Carolina, Georgia, Florida, and Alabama.
Organized March 14, 1836 under laws of Virginia.

President: GEO. B. ELLIOTT

Address: Wilmington, N. C.

Secretary: H. L. BORDEN

Address: New York, N. Y.

Treasurer: P. NICHOLS

Address: Wilmington, N. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles	5,161.68	5,144.42	1,076.45	1,058.15
Road owned, miles	4,849.91	4,832.65	1,028.17	1,009.87
Number employees	6,268	5,520		
Capital stock	\$ 82,539,400.00	\$ 82,539,400.00	\$17,490,098.86†	\$17,242,480.66†
Funded debt	\$156,206,430.00	\$155,142,130.00	\$23,100,142.51†	\$29,690,957.00†
Cost of road	\$192,697,539.38	\$193,548,018.65	\$40,832,608.51†	\$40,432,181.08†
Cost of equipment	\$ 80,465,656.61	\$ 80,546,979.33	\$17,050,672.63†	\$16,826,263.98†
Operating revenue	\$ 63,019,956.88	\$ 54,083,004.97	\$15,021,102.69	\$12,646,730.63
*Operating expenses	\$ 49,685,460.01	\$ 43,188,470.55	\$11,842,529.39	\$10,049,032.81
Net operating revenue	\$ 13,334,496.87	\$ 10,899,534.42	\$ 3,178,573.30	\$ 2,597,697.82
Total freight revenue	\$ 46,428,030.38	\$ 41,390,424.28	\$11,480,516.79	\$ 9,944,213.02
Total passenger train service revenue	\$ 14,521,282.20	\$ 11,033,372.71	\$ 3,281,148.68	\$ 2,496,799.17
Number revenue passengers	1,799,052	1,185,803	688,961	477,263
Taxes paid	\$ 5,525,000.00	\$ 4,775,000.00	\$ 1,361,930.01	\$ 1,247,023.78

*Interest on bonds not included.

†Estimated on mileage basis.

ATLANTIC AND YADKIN RAILWAY

Road operated between Mount Airy, N. C., and Sanford, N. C. Organized January 31, 1899, under laws of North Carolina.

President: JULIAN PRICE

Address: Greensboro, N. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: C. W. CLONINGER

Address: Greensboro, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles	163.10	163.10
Road owned, miles	163.10	163.10
Number employees	134	126
Capital stock	\$ 1,000,000.00	\$ 1,030,000.00
Funded debt	\$ 1,500,000.00	\$ 1,500,000.00
Cost of road	\$ 2,628,108.61	\$ 2,627,182.81
Cost of equipment	\$ 11,726.15	\$ 12,060.15
Operating revenue	\$ 1,040,241.82	\$ 827,173.74
*Operating expenses	\$ 778,982.98	\$ 736,846.85
Net operating revenue	\$ 261,258.84	\$ 90,326.89
Total freight revenue	\$ 966,793.33	\$ 770,707.65
Total passenger train service revenue	\$ 52,681.09	\$ 38,662.68
Number revenue passengers	19,741	13,765
Taxes paid	\$ 34,467.53	\$ 30,284.96

* Interest on bonds not included.

CLINCHFIELD RAILROAD COMPANY

Road operated in states of North Carolina, South Carolina, Kentucky, Virginia, and Tennessee.
Organized October 16, 1924 under laws of Interstate Commerce Commission.

General Manager: L. H. PHETTEPLACE Address: Erwin, Tennessee.
General Solicitor: J. J. McLAUGHLIN Address: Erwin, Tennessee.
Treasurer: JNO. W. SANDERS Address: Erwin, Tennessee.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	309.29	309.29	117.40	117.40
Road miles, leased.....	309.29	309.29	117.40	117.40
Number employees.....	455	359		
Capital stock.....				
Funded debt.....				
Cost of road.....				
Cost of equipment.....				
Operating revenue.....	\$ 6,016,063.32	\$ 5,410,192.02	\$ 2,428,420.29	\$ 2,212,881.33
*Operating expenses.....	\$ 3,998,344.93	\$ 3,530,508.63	\$ 1,376,029.38	\$ 1,257,262.48
Net operating revenue.....	\$ 2,017,718.39	\$ 1,879,683.39	\$ 1,052,390.91	\$ 955,628.85
Total freight revenue.....	\$ 5,784,098.04	\$ 5,247,585.05	\$ 2,350,260.14	\$ 2,157,158.58
Total passenger train service revenue..	\$ 110,016.06	\$ 121,715.96	\$ 58,102.26	\$ 40,341.80
Number revenue passengers.....	142,733	97,345	26,703	19,435
Taxes paid.....	\$ 142,976.04	\$ 161,160.77	\$ 38,452.75	\$ 88,413.29

*Interest on bonds not included.

CAROLINA CLINCHFIELD AND OHIO RAILWAY

(OPERATED BY CLINCHFIELD RAILROAD COMPANY)

Road operated between Kentucky-Virginia State Line and North Carolina-South Carolina State Line. Organized January 26, 1905, under laws of Virginia.

President: JOHN B. DENNIS Address: New York, N. Y.
Secretary and Treasurer: T. J. CUNNINGHAM Address: New York, N. Y.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	266.36	266.36	117.40	117.40
Road owned, miles.....	266.36	266.36	117.40	117.40
Number employees.....				
Capital stock.....	\$ 25,000,000.00	\$ 25,000,000.00	\$11,042,500.00†	\$11,042,500.00†
Funded debt.....	\$ 28,007,000.00	\$ 27,443,000.00	\$12,342,684.96†	\$12,094,130.10†
Cost of road.....	\$ 51,253,841.76	\$ 51,275,828.10	\$22,587,568.06†	\$22,597,257.44†
Cost of equipment.....	\$ 16,607,454.79	\$ 16,563,605.13	\$ 7,318,905.32†	\$ 7,299,580.78†
Operating revenue.....				
*Operating expenses.....				
Net operating revenue.....				
Total freight revenue.....				
Total passenger train service revenue..				
Number revenue passengers.....				
Taxes paid.....				

*Interest on bonds not included.

CAROLINA AND NORTHWESTERN RAILWAY COMPANY

Road operated between Chester, S. C., and Edgemont, N. C. Organized July 18, 1835, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	133.54	133.54	96.54	96.54
Road owned, miles.....	124.34	124.34	87.34	87.34
Number employees.....	100	92		
Capital stock.....	\$ 1,404,250.00	\$ 1,404,250.00	\$ 986,345.20	\$ 986,345.20
Funded debt.....	\$ 2,071,000.00	\$ 2,071,000.00	\$ 1,454,670.40	\$ 1,454,670.40
Cost of road.....	\$ 3,873,915.97	\$ 3,892,922.36	\$ 2,721,038.57	\$ 2,734,388.66
Cost of equipment.....	\$ 215,874.86	\$ 202,818.46	\$ 151,630.50	\$ 142,459.68
Operating revenue.....	\$ 741,588.17	\$ 704,577.97	\$ 625,004.87	\$ 596,386.77
*Operating expenses.....	\$ 569,714.85	\$ 502,144.05	\$ 452,788.95	\$ 398,970.51
Net operating revenue.....	\$ 171,873.32	\$ 202,433.92	\$ 172,215.92	\$ 197,416.26
Total freight revenue.....	\$ 697,474.39	\$ 670,571.99	\$ 586,453.54	\$ 566,487.29
Total passenger train service revenue..	\$ 35,017.67	\$ 26,110.33	\$ 30,754.63	\$ 23,019.44
Number revenue passengers.....	18,723	11,659	15,813	9,847
Taxes paid.....	\$ 32,295.32	\$ 31,010.74	\$ 24,230.29	\$ 23,597.25

*Interest on bonds not included.

NORFOLK SOUTHERN RAILROAD COMPANY

Road operated in states of Virginia and North Carolina. Organized April 30, 1910, under laws of Virginia.

President: GEO. R. LOYALL

Address: Norfolk, Va.

Secretary: M. S. HAWKINS

Address: Norfolk, Va.

Treasurer: J. F. GEORGE

Address: Norfolk, Va.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	893	893	818.67	818.67
Road owned, miles.....	789.83	789.83	679.79	679.79
Number employees.....	557	546		
Capital stock.....	\$ 16,000,000.00	\$ 16,000,000.00	\$13,770,720.00	\$13,770,720.00
Funded debt.....	\$ 16,038,030.00	\$ 15,677,200.00	\$13,803,425.46	\$13,492,895.72
Cost of road.....	\$ 27,840,543.40	\$ 27,869,186.76	\$23,961,520.48	\$23,986,172.97
Cost of equipment.....	\$ 6,219,087.76	\$ 6,182,390.85	\$ 5,352,582.26	\$ 5,320,998.33
Operating revenue.....	\$ 6,901,454.82	\$ 6,017,064.54	\$ 6,036,020.71	\$ 5,288,883.03
*Operating expenses.....	\$ 5,371,083.52	\$ 4,957,423.37	\$ 4,697,834.92	\$ 4,357,510.56
Net operating revenue.....	\$ 1,530,371.30	\$ 1,059,641.17	\$ 1,338,185.79	\$ 931,372.47
Total freight revenue.....	\$ 6,260,730.94	\$ 5,538,542.81	\$ 5,570,279.21	\$ 4,944,887.45
Total passenger train service revenue..	\$ 493,080.21	\$ 372,916.75	\$ 386,687.54	\$ 280,872.67
Number revenue passengers.....	453,142	397,658	139,061	81,530
Taxes paid.....	\$ 621,673.10	\$ 524,358.13	\$ 534,347.44	\$ 451,210.15

*Interest on bonds not included.

ATLANTIC AND NORTH CAROLINA RAILROAD COMPANY

Road operated between Goldsboro, N. C., and Morehead City, N. C. Organized January 20, 1854, under laws of North Carolina.

President: LUTHER HAMILTON

Address: Morehead City, N. C.

Secretary and Treasurer: W. J. BOYD

Address: Ayden, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....		
Road owned, miles.....	95.82	95.82
Number employees.....		
Capital stock.....	\$ 1,797,200.00	\$ 1,797,200.00
Funded debt.....	\$ 325,000.00	\$ 325,000.00
Cost of road.....	\$ 1,785,200.00	\$ 1,785,200.00
Cost of equipment.....	\$ 325,000.00	\$ 325,000.00
Operating revenue.....		
*Operating expenses.....		
Net operating revenue.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

NOTE. This road is operated by Norfolk Southern Railroad Company and revenues, operating expenses, and other information are included in their report.

DURHAM AND SOUTH CAROLINA RAILROAD COMPANY

(OPERATED BY NORFOLK SOUTHERN RAILROAD)

Road operated between Durham, N. C., and Duncan, N. C. Organized January 20, 1905, under laws of North Carolina.

President: H. L. WILLIAMS

Address: Lynchburg, Va.

Secretary and Treasurer: JAMES R. GILLIAM

Address: Lynchburg, Va.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	38.08	38.08
Road owned, miles.....	38.08	38.08
Number employees.....		
Capital stock.....		
Funded debt.....		
Cost of road.....		
Cost of equipment.....		
Operating revenue.....		
*Operating expenses.....		
Net operating revenue.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

NORFOLK AND WESTERN RAILWAY COMPANY

Road operated in states of Virginia, West Virginia, Maryland, North Carolina, Kentucky, Ohio, Georgia, Oklahoma, Florida, Missouri, District of Columbia, Illinois, Tennessee, Colorado, Arkansas, Massachusetts, Indiana, South Carolina, Utah, Alabama, California, and Michigan. Organized January 15, 1896, under laws of Virginia.

President: A. C. NEEDLES

Address: Roanoke, Va.

Secretary and Assistant Treasurer: I. W. BOOTH

Address: Philadelphia, Pa.

Treasurer: JOS. B. LACY

Address: Roanoke, Va.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	2,236.62	2,266.86	131.01	130.96
Road owned, miles.....	2,202.58	2,227.5	130.70	130.76
Number employees.....	5,943	4,662		
Capital stock.....	\$163,640,600.00	\$163,640,600.00	\$ 9,703,887.58†	\$ 9,605,703.22†
Funded debt.....	\$111,995,531.92	\$101,401,531.92	\$ 6,641,335.04†	\$ 5,952,699.22†
Cost of road.....	\$316,169,913.01	\$324,841,861.78	\$18,748,875.84†	\$19,068,217.28†
Cost of equipment.....	\$135,632,425.47	\$136,626,505.33	\$ 8,043,002.82†	\$ 8,019,975.86†
Operating revenue.....	\$100,530,458.06	\$ 79,854,747.93	\$ 1,028,985.55	\$ 999,864.93
*Operating expenses.....	\$ 59,675,725.10	\$ 50,594,814.44	\$ 1,287,882.05	\$ 1,139,708.63
Net operating revenue.....	\$ 40,854,732.96	\$ 29,259,933.49	\$ 258,896.50	\$ 229,842.70†
Total freight revenue.....	\$ 93,168,818.78	\$ 74,293,921.59	\$ 908,986.89	\$ 819,826.75
Total passenger train service revenue..	\$ 6,016,639.46	\$ 4,487,884.66	\$ 95,611.18	\$ 71,968.64
Number revenue passengers.....	1,791,416	1,192,948	42,757	25,820
Taxes paid.....	\$ 9,850,000.00	\$ 8,150,000.00	\$ 187,949.24	\$ 134,168.81

*Interest on bonds not included.

†Estimated on mileage basis.

†In red.

SEABOARD AIR LINE RAILWAY COMPANY

Road operated in states of Virginia, North Carolina, South Carolina, Georgia, Alabama, Florida. Organized August 5, 1897, under laws of Virginia.

Receiver: L. R. POWELL, JR.

Address: Norfolk, Va.

Receiver: E. W. SMITH

Address: Norfolk, Va.

Secretary and Treasurer: T. W. MATHEWS

Address: Norfolk, Va.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	4,481.12	4,469.38	631.58	629.87
Road owned, miles.....	3,442.53	3,433.33	627.35	627.35
Number employees.....	4,873	4,387		
Capital stock.....	\$ 85,110,662.21	\$ 85,110,662.21	\$15,507,162.65†	\$15,549,717.98†
Funded debt.....	\$177,024,214.84	\$164,551,746.21	\$32,253,811.93†	\$30,063,694.03†
Cost of road.....	\$184,198,811.30	\$185,327,632.73	\$33,561,023.41†	\$33,859,358.49†
Cost of equipment.....	\$ 60,531,838.64	\$ 57,279,225.07	\$11,028,895.53†	\$10,464,914.42†
Operating revenue.....	\$ 49,679,048.03	\$ 42,303,665.66	\$11,992,421.52	\$10,073,800.23
*Operating expenses.....	\$ 39,649,874.91	\$ 35,649,906.39	\$ 9,500,185.67	\$ 8,489,347.86
Net operating revenue.....	\$ 10,029,174.91	\$ 6,653,759.27	\$ 2,402,235.85	\$ 1,584,452.37
Total freight revenue.....	\$ 39,190,861.13	\$ 34,014,177.91	\$10,005,913.55	\$ 8,590,813.30
Total passenger train service revenue..	\$ 8,741,795.11	\$ 6,960,211.58	\$ 1,710,042.25	\$ 1,344,068.51
Number revenue passengers.....	1,025,100	742,741	212,136	151,792
Taxes paid.....	\$ 3,397,977.08	\$ 3,172,498.96	\$ 728,572.07	\$ 682,012.21

*Interest on bonds not included.

†Estimated on mileage basis.

SOUTHERN RAILWAY COMPANY

Road operated in states of Virginia, Georgia, North Carolina, South Carolina, Alabama, Mississippi, Tennessee, Kentucky, Indiana, Illinois, and District of Columbia. Organized June 18, 1894, under laws of Virginia.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: C. E. A. McCARTHY

Address: New York, N. Y.

Treasurer: MAURY MIDDLETON

Address: Washington, D. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	6,730.48	6,724.24	1,204.01	1,204.01
Road owned, miles.....	4,246.05	4,243.76	591.00	591.00
Number employees.....	9,523	7,944		
Capital stock.....	\$195,470,200.00	\$195,470,200.00	\$27,189,904.82†	\$27,209,451.84†
Funded debt.....	\$294,493,500.00	\$290,465,300.00	\$40,964,045.85†	\$40,432,769.76†
Cost of road.....	\$379,504,723.72	\$379,781,336.38	\$52,789,107.06†	\$52,865,562.02†
Cost of equipment.....	\$144,453,213.02	\$142,728,054.36	\$20,093,441.93†	\$19,867,745.17†
Operating revenue.....	\$118,868,607.67	\$ 97,715,111.56	\$24,164,512.34	\$20,380,486.95
*Operating expenses.....	\$ 89,162,915.92	\$ 79,783,959.19	\$18,245,406.51	\$16,533,735.16
Net operating revenue.....	\$ 29,705,691.75	\$ 17,931,152.37	\$ 5,919,105.83	\$ 3,846,751.79
Total freight revenue.....	\$ 91,799,046.16	\$ 77,440,284.44	\$19,018,048.60	\$16,543,710.79
Total passenger train service revenue..	\$ 23,594,992.07	\$ 17,654,386.73	\$ 4,626,635.25	\$ 3,468,048.93
Number revenue passengers.....	4,633,872	3,283,307	1,339,775	947,138
Taxes paid.....	\$ 8,383,820.91	\$ 7,311,318.04	\$ 2,308,557.69	\$ 2,218,505.38

*Interest on bonds not included.

†Estimated on mileage basis.

ASHEVILLE AND CRAGGY MOUNTAIN RAILWAY

Road operated between Craggy, N. C., and Newbridge, N. C. Organized July 22, 1890, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: C. E. A. McCARTHY

Address: New York, N. Y.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	4.74	4.74
Road owned, miles.....	4.74	4.74
Number employees.....	10	10
Capital stock.....	\$ 24,200.00	\$ 24,200.00
Funded debt.....		
Cost of road.....	\$ 42,297.69	\$ 42,297.69
Cost of equipment.....		
Operating revenue.....	\$ 19,433.77	\$ 12,910.66
*Operating expenses.....	\$ 24,302.43	\$ 22,577.72
Net operating revenue.....	\$ 4,868.66†	\$ 9,667.06†
Total freight revenue.....	\$ 19,232.63	\$ 12,719.47
Total passenger train service.....		
Number revenue passengers.....		
Taxes paid.....	\$ 943.17	\$ 878.83

*Interest on bonds not included.

†In red.

ASHEVILLE SOUTHERN RAILWAY

(OPERATED BY ASHEVILLE AND CRAGGY MOUNTAIN RAILROAD COMPANY)

Road operated between Connection Asheville (Southern Ry. Co., N. C.), and Glenss Creek, N. C.
Organized December 29, 1905, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	2.27	2.27
Road owned, miles.....	2.27	2.27
Number employees.....		
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Funded debt.....		
Cost of road.....	\$ 55,582.93	\$ 55,582.93
Cost of equipment.....		
Operating revenue.....		
*Operating expenses.....		
Net operating revenue.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

THE ATLANTA AND CHARLOTTE AIR LINE RAILWAY CO.

(OPERATED BY SOUTHERN RAILWAY COMPANY)

Road operated between Charlotte, N. C., and Armour, Ga. Organized April 4, 1877, under laws of North Carolina, South Carolina and Georgia.

President: GEORGE F. CANFIELD

Address: New York, N. Y.

Secretary: J. MORSE HUBBARD

Address: New York, N. Y.

Treasurer: JOHN W. PLATTEN

Address: New York, N. Y.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	255.44	255.44	42.64	42.64
Road owned, miles.....	255.44	255.44	42.64	42.64
Number employees.....	5	5		
Capital stock.....	\$ 1,700,000.00	\$ 1,700,000.00	\$ 283,730.00†	\$ 283,730.00†
Funded debt.....	\$ 20,000,000.00	\$ 20,000,000.00	\$ 3,338,000.00†	\$ 3,338,000.00†
Cost of road and Cost of equipment.....	\$ 21,700,000.00	\$ 21,700,000.00	\$ 3,621,730.00†	\$ 3,621,730.00†
Operating revenue.....				
*Operating expenses.....				
Net operating revenue.....				
Total freight revenue.....				
Total passenger train service revenue.....				
Number revenue passengers.....				
Taxes paid.....				

*Interest on bonds not included.

†Estimated on mileage basis.

THE ATLANTIC AND DANVILLE RAILWAY COMPANY

(OPERATED BY SOUTHERN RAILWAY COMPANY)

Road operated between Norfolk, Va., and Danville, Va. Organized August 2, 1894, under laws of Virginia.

President: EDGAR NEWGASS

Address: London, England.

Secretary and Treasurer: J. A. D. PARRISH

Address: Norfolk, Va.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	277.71	277.71	22.15	22.15
Road owned, miles.....	277.71	277.71	22.15	22.15
Number employees.....	3	3		
Capital stock.....	\$ 2,180,000.00	\$ 2,180,000.00	\$ 173,746.00†	\$ 173,746.00†
Funded debt.....	\$ 5,450,000.00	\$ 5,450,000.00	\$ 434,365.00†	\$ 434,365.00†
Cost of road.....	\$ 7,610,484.35	\$ 7,610,484.35	\$ 606,555.00†	\$ 606,555.00†
Cost of equipment.....	\$ 36,820.25	\$ 36,820.25	\$ 2,934.57†	\$ 2,934.57†
Operating revenue.....				
*Operating expenses.....				
Net operating revenue.....				
Total freight revenue.....				
Total passenger train service revenue.....				
Number revenue passengers.....				
Taxes paid.....				

*Interest on bonds not included.

†Estimated on mileage basis.

CAROLINA AND TENNESSEE SOUTHERN RAILWAY CO.

Road operated between Bushnell, N. C., and Fontana, N. C. Organized August 29, 1902, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	15.77	15.77
Road owned, miles.....	13.96	13.96
Number employees.....	6	6
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Funded debt.....	\$ 643,000.00	\$ 643,000.00
Cost of road.....	\$ 577,608.10	\$ 577,608.10
Cost of equipment.....		
Operating revenue.....	\$ 97,007.94	\$ 53,323.85
*Operating expenses.....	\$ 25,629.47	\$ 22,926.48
Net operating revenue.....	\$ 71,378.47	\$ 30,397.37
Total freight revenue.....	\$ 46,914.40	\$ 25,246.71
Total passenger train service revenue.....	\$ 1,583.82	\$ 1,404.57
Number revenue passengers.....	1,489	1,104
Taxes paid.....	\$ 1,857.13	\$ 2,445.08

* Interest on bonds not included.

DANVILLE AND WESTERN RAILWAY

Road operated between Danville, Va., and Stuart, Va., and Branches.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	81.89	81.89	8.96	8.96
Road owned, miles.....	81.89	81.89	8.96	8.96
Number employees.....	173	160		
Capital stock.....	\$ 368,600.00	\$ 368,600.00	\$ 40,324.84†	\$ 40,324.84†
Funded debt.....	\$ 2,197,773.75	\$ 2,197,773.75	\$ 240,436.45†	\$ 240,436.45†
Cost of road.....	\$ 2,015,259.41	\$ 2,010,712.82	\$ 220,469.38†	\$ 219,971.93†
Cost of equipment.....	\$ 233,935.60	\$ 229,255.11	\$ 25,592.34†	\$ 25,080.51†
Operating revenue.....	\$ 453,405.66	\$ 483,622.38	\$ 49,602.57†	\$ 52,908.23†
*Operating expenses.....	\$ 326,081.44	\$ 306,287.92	\$ 35,673.09†	\$ 33,507.90†
Net operating revenue.....	\$ 127,324.22	\$ 177,334.46	\$ 13,929.48†	\$ 19,400.38†
Total freight revenue.....	\$ 420,443.58	\$ 460,249.93	\$ 45,996.52†	\$ 50,351.34†
Total passenger train service revenue..	\$ 22,839.30	\$ 17,332.80	\$ 2,498.81†	\$ 1,896.20†
Number revenue passengers.....	9,985	6,437		
Taxes paid.....			\$ 2,336.48	\$ 4,112.60

*Interest on bonds not included.

†Estimated on mileage basis.

High Point, Randleman, Asheboro and Southern Railroad Company

Road operated between High Point, N. C., and Asheboro, N. C. Organized February 26, 1887, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	34.20	34.04
Road owned, miles.....	26.85	26.85
Number employees.....	13	14
Capital stock.....	\$ 248,400.00	\$ 248,400.00
Funded debt.....	\$ 402,000.00	\$ 402,000.00
Cost of road.....	\$ 685,812.57	\$ 685,829.93
Cost of equipment.....		
Operating revenue.....	\$ 80,338.62	\$ 60,962.03
*Operating expenses.....	\$ 77,015.11	\$ 73,988.34
Net operating revenue.....	\$ 3,323.51	\$ 13,026.31†
Total freight revenue.....	\$ 75,527.22	\$ 56,940.00
Total passenger train service revenue.....	\$ 2,543.97	\$ 2,376.18
Number revenue passengers.....	914	447
Taxes paid.....	\$ 6,865.43	\$ 7,477.84

*Interest on bonds not included.

†In red.

THE NORTH CAROLINA RAILROAD COMPANY

(OPERATED BY SOUTHERN RAILWAY COMPANY)

Road operated between Goldsboro, N. C., and Charlotte, N. C. Organized January 27, 1849, under laws of North Carolina.

President: MRS. T. W. BICKETT

Address: Raleigh, N. C.

Secretary and Treasurer: D. F. GILES

Address: Marion, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....		
Road owned, miles.....	224.12	224.12
Number employees.....		
Capital stock.....	\$ 4,000,000.00	\$ 4,000,000.00
Funded debt.....		
Cost of road.....	\$ 4,944,927.53	\$ 4,944,927.53
Cost of equipment.....		
Operating revenue.....		
*Operating expenses.....		
Net operating revenue.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

THE NORTH AND SOUTH CAROLINA RAILROAD COMPANY

(OPERATED BY SOUTHERN RAILWAY COMPANY)

Road operated between Virgilina, N. C., and Mines, N. C. Organized March 13, 1899, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: C. E. A. MCCARTHY

Address: Washington, D. C.

Treasurer: MAURY MIDDLETON

Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....		
Road owned, miles.....	4.79	4.79
Number employees.....		
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Funded debt.....		
Cost of road.....	\$ 50,000.00	\$ 50,000.00
Cost of equipment.....		
Operating revenue.....		
*Operating expenses.....		
Net operating revenue.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

THE NORTH CAROLINA MIDLAND RAILROAD COMPANY

(OPERATED BY SOUTHERN RAILWAY COMPANY)

Road operated between Mooresville, N. C., and Winston-Salem, N. C. Organized September 9, 1890, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....		
Road owned, miles.....	53.50	53.50
Number employees.....		
Capital stock.....	\$ 924,000.00	\$ 924,000.00
Funded debt.....	\$ 801,000.00	\$ 801,000.00
Cost of road.....	\$ 1,721,939.00	\$ 1,722,230.04
Cost of equipment.....		
Operating revenue.....		
*Operating expenses.....		
Net operating revenue.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

SOUTHERN RAILWAY—CAROLINA DIVISION

(OPERATED BY SOUTHERN RAILWAY COMPANY)

Road operated in states of North Carolina, South Carolina, and Georgia. Organized May 15, 1902, under laws of South Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....				
Road owned, miles.....	698.03	698.03	106.68	106.68
Number employees.....				
Capital stock.....	\$ 4,176,200.00	\$ 4,176,200.00	\$ 638,123.36†	\$ 638,123.36†
Funded debt.....	\$ 6,009,500.00	\$ 6,009,500.00	\$ 918,251.60†	\$ 918,251.60†
Cost of road.....	\$ 14,892,807.75	\$ 14,891,794.31	\$ 2,275,621.02†	\$ 2,275,466.17†
Cost of equipment.....	\$ 631,406.19	\$ 631,406.19	\$ 96,478.86†	\$ 96,478.86†
Operating revenue.....				
*Operating expenses.....				
Net operating revenue.....				
Total freight revenue.....				
Total passenger train service revenue.....				
Number revenue passengers.....				
Taxes paid.....				

*Interest on bonds not included.

†Estimated on mileage basis.

STATE UNIVERSITY RAILROAD COMPANY

Road operated between University, N. C., and Chapel Hill, N. C. Organized April 12, 1879, under laws of North Carolina.

President: FAIRFAX HARRISON
 Secretary: GUY E. MAULDIN
 Treasurer: M. MIDDLETON

Address: Washington, D. C.
 Address: Washington, D. C.
 Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	10.15	10.15
Road owned, miles.....	10.15	10.15
Number employees.....	8	9
Capital stock.....	\$ 31,300.00	\$ 31,300.00
Funded debt.....		
Cost of road.....	\$ 79,628.51	\$ 79,803.89
Cost of equipment.....		
Operating revenue.....	\$ 32,598.52	\$ 26,699.88
*Operating expenses.....	\$ 39,216.79	\$ 37,324.54
Net operating revenue.....	\$ 6,618.27†	\$ 10,624.66†
Total freight revenue.....	\$ 29,250.81	\$ 24,242.89
Total passenger train service revenue.....	\$ 3,334.64	\$ 2,449.66
Number revenue passengers.....	3,946	1,498
Taxes paid.....	\$ 899.09	\$ 824.45

*Interest on bonds not included.

†In red.

TALLULAH FALLS RAILWAY COMPANY—J. F. Gray, Receiver

Road operated between Cornelia, Ga., and Franklin, N. C. Organized March 8, 1898, under laws of Georgia.

President: R. B. PEGRAM
 Secretary: GUY E. MAULDIN
 Treasurer: M. MIDDLETON

Address: Atlanta, Ga.
 Address: Washington, D. C.
 Address: Washington, D. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	57.10	57.10	14	14
Road owned, miles.....	57.10	57.10	14	14
Number employees.....				
Capital stock.....	\$ 323,400.00	\$ 323,400.00	\$ 79,265.34†	\$ 79,265.34†
Funded debt.....	\$ 1,519,000.00	\$ 1,519,000.00	\$ 372,306.90†	\$ 372,306.90†
Cost of road.....	\$ 1,632,148.70	\$ 1,631,974.43	\$ 400,039.64†	\$ 399,996.93†
Cost of equipment.....	\$ 60,713.24	\$ 59,200.80	\$ 14,880.08†	\$ 14,510.11†
Operating revenue.....			\$ 32,639.05	\$ 13,822.66
*Operating expenses.....			\$ 39,999.55	\$ 34,354.53
Net operating revenue.....			\$ 7,360.50	\$ 20,531.87†
Total freight revenue.....			\$ 20,079.02	\$ 8,590.24
Total passenger train service revenue.....			\$ 10,838.81	\$ 3,942.12
Number revenue passengers.....			2,017	1,365
Taxes paid.....				

*Interest on bonds not included.

†In red.

†Estimated on mileage basis.

YADKIN RAILROAD COMPANY

Road operated between Salisbury, N. C., and Norwood, N. C. Organized August 19, 1895, under laws of North Carolina.

President: FAIRFAX HARRISON

Address: Washington, D. C.

Secretary: GUY E. MAULDIN

Address: Washington, D. C.

Treasurer: M. MIDDLETON

Address: Washington, D. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	41.87	41.87
Road owned, miles.....	40.52	40.52
Number employees.....	35	37
Capital stock.....	\$ 625,000.00	\$ 625,000.00
Funded debt.....	\$ 615,000.00	\$ 615,000.00
Cost of road.....	\$ 1,375,996.51	\$ 1,376,905.94
Cost of equipment.....	\$ 9,261.35	
Operating revenue.....	\$ 266,190.15	\$ 227,035.09
*Operating expenses.....	\$ 204,564.40	\$ 174,300.70
Net operating revenue.....	\$ 61,625.75	\$ 52,794.39
Total freight revenue.....	\$ 256,184.44	\$ 218,522.38
Total passenger train service revenue.....	\$ 8,224.23	\$ 6,894.92
Number revenue passengers.....		
Taxes paid.....	\$ 10,751.49	\$ 10,307.47

*Interest on bonds not included.

WINSTON-SALEM SOUTHBOUND RAILWAY COMPANY

Road operated between Winston-Salem, N. C., and Wadesboro, N. C. Organized February 13, 1905, under laws of North Carolina.

President: H. E. FRIES

Address: Winston-Salem, N. C.

Secretary: J. F. Post

Address: Wilmington, N. C.

Treasurer: P. NICHOLS

Address: Wilmington, N. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	98.19		98.19	98.19
Road owned, miles.....	87.70		87.70	87.70
Number employees.....			145	131
Capital stock.....			\$ 1,245,000.00	\$ 1,245,000.00
Funded debt.....			\$ 5,000,000.00	\$ 5,000,000.00
Cost of road.....			\$ 6,199,372.34	\$ 6,204,928.44
Cost of equipment.....			\$ 536,286.43	\$ 536,286.43
Operating revenue.....			\$ 1,260,140.63	\$ 1,130,269.81
*Operating expenses.....			\$ 830,725.75	\$ 741,490.06
Net operating revenue.....			\$ 429,414.88	\$ 388,779.75
Total freight revenue.....			\$ 1,193,830.59	\$ 1,079,512.57
Total passenger train service revenue.....			\$ 52,210.83	\$ 38,116.25
Number revenue passengers.....			10,387	7,503
Taxes paid.....			\$ 113,000.00	\$ 103,090.00

*Interest on bonds not included.

ABERDEEN AND ROCKFISH RAILROAD COMPANY

Road operated between Aberdeen, N. C., and Fayetteville, N. C. Organized June 22, 1892, under laws of North Carolina.

President: W. A. BLUE

Address: Aberdeen, N. C.

Secretary and Treasurer: H. McC. BLUE

Address: Aberdeen, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	44.9	44.9
Road owned, miles.....	44.9	44.9
Number employees.....	53	51
Capital stock.....	\$ 200,300.00	\$ 200,300.00
Funded debt.....	\$ 143,000.00	\$ 127,000.00
Cost of road.....	\$ 383,807.88	\$ 383,914.34
Cost of equipment.....	\$ 62,765.49	\$ 63,220.15
Operating revenue.....	\$ 182,678.68	\$ 155,179.64
*Operating expenses.....	\$ 132,488.55	\$ 108,822.67
Net operating revenue.....	\$ 50,190.13	\$ 46,356.97
Total freight revenue.....	\$ 173,384.64	\$ 147,285.09
Total passenger train service revenue.....	\$ 7,836.88	\$ 7,142.16
Number revenue passengers.....	3,134	1,871
Taxes paid.....	\$ 8,303.95	\$ 5,801.69

*Interest on bonds not included.

APPALACHIAN RAILWAY COMPANY

Road operated between Ela, N. C., and Ravensford, N. C. Organized July 30, 1908, under laws of North Carolina.

President: A. J. STEVENS

Address: New York, N. Y.

Secretary and Treasurer: J. R. ALLOY

Address: Waynesville, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	10.00	10.00
Road owned.....	10.00	10.00
Number employees.....	12	8
Capital stock.....	\$ 100,000.00	\$ 100,000.00
Funded debt.....	\$ 30,000.00	\$ 30,000.00
Cost of road.....	\$ 323,093.83	\$ 323,093.83
Cost of equipment.....	\$ 10,085.14	\$ 10,085.14
Operating revenue (\$313.07 non-operating revenue not included).....	\$ 15,307.71	\$ 9,786.66‡
*Operating expenses (\$2,628.88 non-operating expenses not included).....	\$ 28,728.24	\$ 26,584.47‡
Net operating revenue.....	\$ 13,420.53‡	\$ 16,797.81‡
Total freight revenue.....	\$ 13,553.50	\$ 8,637.87
Total passenger train service revenue.....	\$ 291.61	63.80
Number revenue passengers.....	9.49	-----
Taxes paid.....	\$ 690.00	\$ 85.50

* interest on bonds not included.

‡In red.

‡\$92.40 not included.

‡\$2,132.88 not included.

ATLANTIC AND CAROLINA RAILROAD COMPANY

Road operated between Kenansville, N. C., and Warsaw, N. C. Organized April 21, 1914, under laws of North Carolina.

President: R. G. TURNBULL
Secretary and Treasurer: W. J. JONES

Address: Norfolk, Va.
Address: Norfolk, Va.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	10.00	10.00
Road owned, miles.....	10.00	10.000
Number employees.....	16	17
Capital stock.....	\$ 10,000.00	\$ 10,000.00
Funded debt.....	\$ 34,000.00	\$ 34,000.00
Cost of road.....	\$ 66,230.00	\$ 66,230.00
Cost of equipment.....	\$ 2,146.23	\$ 2,146.23
Operating revenue.....	\$ 14,239.11	\$ 7,037.67
*Operating expenses.....	\$ 16,484.24	\$ 11,080.20
Net operating revenue.....	\$ 2,245.13‡	\$ 4,042.53‡
Total freight revenue.....	\$ 12,455.69	\$ 5,264.92
Total passenger train service revenue.....	\$ 112.14	\$ 78.40
Number revenue passengers.....	390	313
Taxes paid.....	\$ 830.15	\$ 654.61

*Interest on bonds not included.

‡In red.

ATLANTIC AND WESTERN RAILWAY COMPANY

Road operated between Sanford, N. C., and Lillington, N. C. Organized August 1, 1927, under laws of North Carolina.

President: H. C. HUGGER, JR. Address: New York, N. Y.
Secretary: W. R. SULLIVAN Address: New York, N. Y.
Treasurer: W. R. WILLIAMS Address: Sanford, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	24.00	24.00
Road owned, miles.....	24.00	24.00
Number employees.....	38	33
Capital stock.....	\$ 62,000.00	\$ 62,000.00
Funded debt.....	\$ 60,000.00	\$ 60,000.00
Cost of road.....	\$ 130,502.57	\$ 130,511.07
Cost of equipment.....	\$ 19,134.64	\$ 19,134.64
Operating revenue.....	\$ 108,562.96	\$ 61,684.73
*Operating expenses.....	\$ 95,268.26	\$ 53,155.93
Net operating revenue.....	\$ 13,294.70	\$ 8,528.80
Total freight revenue.....	\$ 101,965.45	\$ 56,073.48
Total passenger train service revenue.....	\$ 5,716.02	\$ 1,046.25
Number revenue passengers.....	4,959	3,331
Taxes paid.....	\$ 1,997.97	\$ 1,794.24

*Interest on bonds not included.

BLACK MOUNTAIN RAILWAY COMPANY

Road operated between Kona, N. C., and Burnsville, N. C. Organized April 21, 1910, under laws of North Carolina.

President: JOHN B. DENNIS Address: New York, N. Y.
 Secretary: J. B. BRITTON, JR. Address: Erwin, Tenn.
 Treasurer: JOHN W. SANDERS Address: Erwin, Tenn.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	12.83	12.83
Road owned, miles.....	12.83	12.83
Number employees.....	16	11
Capital stock.....	\$ 50,000.00	\$ 50,000.00
Funded debt (\$150,000.00 matured unpaid).....	\$ 600,000.00	\$ 600,000.00¶
Cost of road.....	\$ 232,900.78	\$ 226,877.01
Cost of equipment.....	\$ 7,310.28	\$ 7,310.28
Operating revenue.....	\$ 31,998.60	\$ 22,915.78
*Operating expenses.....	\$ 40,104.43	\$ 19,882.60
Net operating revenue.....	\$ 8,105.83‡	\$ 3,033.18
Total freight revenue.....	\$ 31,698.36	\$ 22,613.70
Total passenger train service revenue (express).....	\$ 147.24	\$ 97.15
Number revenue passengers.....		
Taxes paid (accrued).....	\$ 1,988.50	\$ 2,095.00

*Interest on bonds not included.

‡In red.

¶\$175,000.00 matured unpaid.

BONLEE AND WESTERN RAILWAY COMPANY

Road operated between Bonlee, N. C., and Bennett, N. C. Organized October 12, 1908, under laws of North Carolina.

President: R. L. CAVENESS Address: Coleridge, N. C.
 Secretary and Treasurer: R. L. CAVENESS Address: Coleridge, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	11.37	11.37
Road owned, miles.....	11.37	10.37
Number employees.....	5	5½
Capital stock.....	\$ 61,600.00	\$ 61,500.00
Funded debt.....	\$ 7,500.00	\$ 7,500.00
Cost of road.....	\$ 61,600.00	\$ 61,500.00
Cost of equipment.....		\$ 3,000.00
Operating revenue.....	\$ 10,087.00	\$ 7,050.00
*Operating expenses.....	\$ 11,278.78	\$ 9,000.00
Net operating revenue.....	\$ 1,191.78‡	\$ 1,950.00‡
Total freight revenue.....	\$ 10,087.00	\$ 7,050.00
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....	\$ 180.00	

*Interest on bonds not included.

‡In red.

CAPE FEAR RAILWAYS, INCORPORATED

Road operated between Skibo, N. C., and Fort Junction, N. C. Organized October 1, 1921, under laws of North Carolina.

President: H. A. PAGE, JR.

Address: Aberdeen, N. C.

Secretary and Treasurer: E. T. LATTING, JR.

Address: Aberdeen, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	20	20
Road owned, miles.....	5	5
Number employees.....	14	14
Capital stock.....	\$ 23,300.00	\$ 23,300.00
Funded debt.....	\$ 24,000.00	\$ 24,000.00
Cost of road.....	\$ 63,258.81	\$ 63,258.81
Cost of equipment.....		
Operating revenue.....	\$ 43,505.91	\$ 43,505.91
*Operating expenses.....	\$ 36,784.35	\$ 36,784.35
Net operating revenue.....	\$ 3,200.56	\$ 3,200.56
Total freight revenue.....	\$ 43,505.91	\$ 43,505.91
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....	\$ 404.88	\$ 404.88

*Interest on bonds not included.

CAROLINA RAILROAD COMPANY

Road operated between Kinston, N. C., and Snow Hill, N. C. Organized December 11, 1912, under laws of North Carolina.

President: G. R. LOYALL

Address: Norfolk, Va.

Secretary: M. S. HAWKINS

Address: Norfolk, Va.

Treasurer: J. F. GEORGE

Address: Norfolk, Va.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	15,228	
Road owned, miles.....	13,095	
Number employees.....	17	
Capital stock.....	\$ 35,000.00	
Funded debt.....	\$ 39,000.00	
Cost of road.....	\$ 95,156.58	
Cost of equipment.....	\$ 4,559.02	
Operating revenue.....	\$ 12,151.94	
*Operating expenses.....	\$ 19,169.43	
Net operating revenue.....	\$ 7,017.49†	
Total freight revenue.....	\$ 11,706.55	
Total passenger train service revenue.....	\$ 231.60	
Number revenue passengers.....	1,930	
Taxes paid.....	\$ 1,020.63	

*Interest on bonds not included.

†In red.

Ceased operation July 31, 1931.

Carolina and North Eastern Railroad Company—Eric Norfleet, Rec.

Road operated between Gumberry, N. C., and Lasker, N. C. Organized January 8, 1917, under laws of North Carolina.

General Manager: H. O. CARLTON

Address: Jackson, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	16	.....
Road owned, miles.....	16	.....
Number employees.....	11	.....
Capital stock.....	\$ 300,000.00	.....
Funded debt.....	\$ 199,000.00	.....
Cost of road.....	\$ 412,371.44	.....
Cost of equipment.....	\$ 20,822.35	.....
Operating revenue.....	\$ 15,433.95	.....
*Operating expenses.....	\$ 17,723.22	.....
Net operating revenue.....	\$ 2,289.27‡	.....
Total freight revenue.....	\$ 15,095.01	.....
Total passenger train service revenue.....		.....
Number revenue passengers.....		.....
Taxes paid.....	\$ 138.55	.....

*Interest on bonds not included.

‡In red.

CAROLINA AND NORTHEASTERN RAILROAD COMPANY

Road operated between Gumberry, N. C., and Jackson, N. C. Organized July 30, 1931, under laws of North Carolina.

President: HERMAN O. CARLTON

Address: Boykins, Va.

Secretary and Treasurer: H. OTIS CARLTON

Address: Jackson, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....		8½
Road owned, miles.....		8½
Number employees.....		14
Capital stock.....	\$ 3,600.00	.....
Funded debt.....		.....
Cost of road.....	\$ 3,600.00	.....
Cost of equipment.....	\$ 1,561.28	.....
Operating revenue.....	\$ 8,406.87	.....
*Operating expenses.....	\$ 6,687.07	.....
Net operating revenue.....	\$ 1,719.80	.....
Total freight revenue.....	\$ 8,406.87	.....
Total passenger train service revenue.....		.....
Number revenue passengers.....		.....
Taxes paid.....	\$ 121.11	.....

*Interest on bonds not included.

THE CAROLINA SOUTHERN RAILWAY COMPANY

Road operated between Windsor, N. C., and Ahoskie, N. C. Organized August, 1926, under laws of North Carolina.

President: S. WADE MARR (1930)

Address: Raleigh, N. C.

W. H. KNAPP (1931)

Address: Canandaigua, N. Y.

Secretary: J. H. MATTHEWS

Address: Windsor, N. C.

Treasurer: W. L. LYON

Address: Windsor, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	21.55	22
Road owned.....	21.55	22
Number employees.....	29	18
Capital stock.....	\$ 168,800.00	\$ 168,800.00
Funded debt.....	\$ 2,300.00	\$ 1,100.00
Cost of road.....	\$ 168,838.19	\$ 168,838.19
Cost of equipment.....	\$ 22,637.24	\$ 22,637.24
Operating revenue.....	\$ 37,590.67	\$ 26,198.26
*Operating expenses.....	\$ 32,435.65	\$ 25,470.72
Net operating revenue.....	\$ 5,155.02	\$ 727.54
Total freight revenue.....	\$ 36,670.82	\$ 25,363.17
Total passenger train service revenue.....		18.44
Number revenue passengers.....		25
Taxes paid.....	\$ 724.66	\$ 532.59

*Interest on bonds not included.

CLIFFSIDE RAILROAD COMPANY

Road operated between Cliffside, N. C., and West Henrietta and Avondale, N. C. Organized 1905 under laws of North Carolina.

President: CHARLES H. HAYNES

Address: Cliffside, N. C.

Secretary: H. M. OWENS

Address: Cliffside, N. C.

Treasurer: Z. O. JENKINS

Address: Cliffside, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	5	5
Road owned, miles.....	5	5
Number employees.....	14	14
Capital stock.....	\$ 80,000.00	\$ 80,000.00
Funded debt.....	\$ 10,500.00	\$ 9,000.00
Cost of road.....	\$ 130,760.47	\$ 130,742.02
Cost of equipment.....	\$ 20,951.29	\$ 21,109.29
Operating revenue.....	\$ 26,201.75	\$ 23,887.63
*Operating expenses.....	\$ 24,020.23	\$ 18,014.72
Net operating revenue.....	\$ 2,302.97	\$ 5,872.91
Total freight revenue.....	\$ 25,289.08	\$ 23,155.00
Total passenger train service revenue.....	1.35	.90
Number revenue passengers.....	15	9
Taxes paid.....	\$ 733.13	\$ 566.20

*Interest on bonds not included.

DOVER AND SOUTH BOUND RAILROAD

Road operated between Dover, N. C., and Richlands, N. C. Organized December, 1918, under laws of North Carolina.

President: W. K. WIMSATT

Address: Washington, D. C.

Secretary and Treasurer: W. B. H. BLANDFORD

Address: Dover N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	24.75	
Road owned, miles.....	24.75	
Number employees.....	15½	
Capital stock.....	\$ 100,000.00	
Funded debt.....		
Cost of road.....	\$ 164,240.98	
Cost of equipment.....	\$ 22,250.81	
Operating revenue.....	\$ 12,817.83	
*Operating expenses.....	\$ 28,028.55	
Net operating revenue.....	\$ 15,210 72½	
Total freight revenue.....	\$ 12,536.83	
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....	\$ 1,631.01	

*Interest on bonds not included.

½In red.

Ceased operation July 31, 1931.

DURHAM AND SOUTHERN RAILWAY COMPANY

Road operated between East Durham, N. C., and Dunn, N. C. Organized January 13, 1904, under laws of North Carolina.

President: E. THOMASON

Address: Charlotte, N. C.

Secretary and Treasurer: W. C. PARKER

Address: New York, N. Y.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	58.97	58.97
Road owned, miles.....	56.87	56.87
Number employees.....	63	33½
Capital stock.....	\$ 1,350,000.00	\$ 1,349,700.00
Funded debt.....		
Cost of road.....	\$ 1,551,586.25	\$ 1,564,528.37
Cost of equipment.....	\$ 196,492.45	\$ 197,417.10
Operating revenue.....	\$ 645,333.09	\$ 566,127.94
*Operating expenses.....	\$ 383,438.86	\$ 336,338.21
Net operating revenue.....	\$ 261,894.23	\$ 229,789.73
Total freight revenue.....	\$ 623,842.43	\$ 547,777.22
Total passenger train service revenue.....	\$ 17,597.01	\$ 14,978.67
Number revenue passengers.....	7,270	4,823
Taxes paid.....	\$ 54,241.81	\$ 52,561.03

*Interest on bonds not included.

EAST CAROLINA RAILWAY COMPANY

Road operated between Tarboro, N. C., and Hookerton, N. C. Organized July 1, 1893, under law of North Carolina.

President: HENRY CLARK BRIDGERS Address: Tarboro, N. C.
 Secretary: A. D. FOWLKES Address: Tarboro, N. C.
 Treasurer: HENRY CLARK BRIDGERS Address: Tarboro, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	39.20	-----
Road owned, miles.....	38.20	-----
Number employees.....	41	-----
Capital stock.....	\$ 55,500.00	-----
Funded debt.....	\$ 401,015.10	-----
Cost of road.....	\$ 415,922.68	-----
Cost of equipment.....	\$ 12,200.00	-----
Operating revenue.....	\$ 107,880.91	-----
*Operating expenses.....	\$ 108,259.86	-----
Net operating revenue.....	\$ 378.95†	-----
Total freight revenue.....	\$ 106,111.02	-----
Total passenger train service revenue.....	157.23	-----
Number revenue passengers.....	-----	-----
Taxes paid.....	\$ 6,728.67	-----

*Interest on bonds not included.

†In red.

EAST CAROLINA RAILWAY

LEASED TO AND OPERATED BY HENRY CLARK BRIDGERS OF TARBORO, N. C.

Road operated between Tarboro, N. C., and Hookerton, N. C. Organized July 1, 1893, under laws of North Carolina.

President: _____ Address: _____
 Secretary: _____ Address: _____
 Treasurer: _____ Address: _____

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	-----	38.02
Road owned, miles.....	-----	38.02
Number employees.....	-----	41
Capital stock.....	\$ 55,500.00	-----
Funded debt.....	\$ 401,015.10	-----
Cost of road.....	\$ 415,922.68	-----
Cost of equipment.....	\$ 12,200.00	-----
Operating revenue.....	\$ 72,469.02	-----
*Operating expenses.....	\$ 85,453.09†	-----
Net operating revenue.....	\$ 12,984.07†	-----
Total freight revenue.....	\$ 70,969.19	-----
Total passenger train service revenue.....	79.16	-----
Number revenue passengers.....	-----	-----
Taxes paid.....	\$ 6,477.41	-----

*Interest on bonds not included.

†Includes taxes, rents and interest except interest on bonds.

†In red.

East Tennessee and Western North Carolina Railroad Company

Road operated between Johnson City, Tenn., and Cranberry, N. C. Organized May 24, 1836, under laws of Tennessee. Reorganized May 22, 1879.

President: EDGAR P. EARLE

Address: Johnson City, Tenn.

Secretary: HAMMOND PROSSER

Address: Johnson City, Tenn.

Treasurer and Vice-President J. E. VANCE

Address: Johnson City, Tenn.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	36.18	36.18	3.18	3.18
Road owned, miles.....	36.18	36.18	3.18	3.18
Number employees.....	101	88½		
Capital stock.....	\$ 490,800.00	\$ 490,800.00	\$ 43,136.41†	\$ 43,136.41†
Funded debt.....	\$ 500,000.00	\$ 500,000.00	\$ 43,945.00†	\$ 43,945.00†
Cost of road.....	\$ 1,115,873.59	\$ 1,118,350.14	\$ 98,074.12†	\$ 98,291.79†
Cost of equipment.....	\$ 328,368.89	\$ 328,388.28	\$ 28,860.34†	\$ 28,862.05†
Operating revenue.....	\$ 217,780.18	\$ 230,664.87	\$ 19,142.87†	\$ 20,275.44†
*Operating expenses.....	\$ 174,766.84	\$ 161,882.02	\$ 15,362.00†	\$ 14,229.42†
Net operating revenue.....	\$ 43,013.34	\$ 68,782.85	\$ 3,780.87†	\$ 6,046.02†
Total freight revenue.....	\$ 194,694.16	\$ 211,165.77	\$ 17,113.61†	\$ 18,561.47†
Total passenger train service revenue..	\$ 14,652.61	\$ 10,576.58	\$ 1,287.96†	\$ 929.68†
Number revenue passengers.....	12,443	4,899		
Taxes paid.....			\$ 1,626.56	\$ 1,499.70

*Interest on bonds not included.

†Estimated on mileage basis.

GRAHAM COUNTY RAILROAD COMPANY

Road operated between Robbinsville, N. C., and Topton, N. C. Organized February 27, 1905, under laws of North Carolina.

President: H. C. BEMISS

Address: Bradford, Pa.

Secretary: L. W. WILSON

Address: Robbinsville, N. C.

Treasurer: L. C. BEMIS

Address: Robbinsville, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	12.13	12.13
Road owned, miles.....	12.13	12.13
Number employees.....	13	14
Capital stock.....	\$ 225,000.00	\$ 225,000.00
Funded debt.....		
Cost of road.....	\$ 206,630.63	\$ 206,630.63
Cost of equipment.....	\$ 24,751.66	\$ 24,751.66
Operating revenue.....	\$ 52,743.07	\$ 29,431.18
*Operating expenses.....	\$ 40,801.92	\$ 27,997.77
Net operating revenue.....	\$ 11,941.15	\$ 1,433.41
Total freight revenue.....	\$ 51,018.07	\$ 28,390.18
Total passenger train service revenue..		
Number revenue passengers.....		
Taxes paid.....	\$ 1,300.34	\$ 1,508.02

*Interest on bonds not included.

High Point, Thomasville and Denton Railroad Company

Road operated between High Point, N. C., and High Rock, N. C. Organized May 11, 1923, under laws of North Carolina.

President: C. F. TOMLINSON

Address: High Point, N. C.

Secretary and Treasurer: O. ARTHUR KIRKMAN

Address: High Point, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	33.778	33.778
Road owned, miles.....	33.778	33.778
Number employees.....	97	95
Capital stock.....	\$ 218,090.00	\$ 218,775.00
Funded debt.....		
Cost of road.....	\$ 485,767.25	\$ 505,762.04
Cost of equipment.....	\$ 158,904.44	\$ 159,519.92
Operating revenue.....	\$ 363,028.40	\$ 353,403.61
*Operating expenses.....	\$ 269,337.34	\$ 233,496.11
Net operating revenue.....	\$ 93,641.06	\$ 119,907.50
Total freight revenue.....	\$ 354,403.22	\$ 348,506.11
Total passenger train service revenue.....	\$ 8,625.18	\$ 4,897.50†
Number revenue passengers.....	41	28
Taxes paid.....	\$ 2,821.30	\$ 6,004.29

*Interest on bonds not included.

†Included in operating expenses.

LAURINBURG AND SOUTHERN RAILROAD COMPANY

Road operated between Johns, N. C., and Raeford, N. C. Organized March 8, 1909, under laws of North Carolina.

President: JAMES L. McNAIR

Address: Laurinburg, N. C.

Secretary: C. E. BEMAN

Address: Laurinburg, N. C.

Treasurer: Z. V. PATE

Address: Laurinburg, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	30	30
Road owned, miles.....	30	30
Number employees.....	36	35
Capital stock.....	\$ 225,000.00	\$ 225,000.00
Funded debt.....	\$ 75,000.00	\$ 75,000.00
Cost of road.....	\$ 357,048.67	\$ 357,996.68
Cost of equipment.....	\$ 52,459.44	\$ 52,459.44
Operating revenue.....	\$ 116,151.33	\$ 112,582.62
*Operating expenses.....	\$ 98,745.03	\$ 95,197.29
Net operating revenue.....	\$ 17,406.30	\$ 17,385.33
Total freight revenue.....	\$ 110,576.62	\$ 107,458.16
Total passenger train service and Highway Bus.....	403.03	
Number revenue passengers.....	853	
Taxes paid.....	\$ 5,660.85	\$ 5,426.84

*Interest on bonds not included.

LAWNDALE RAILWAY AND INDUSTRIAL COMPANY

Road operated between Lawndale, N. C., and Shelby, N. C. Organized January 10, 1888, under laws of North Carolina.

President: JOHN F. SCHENCK, SR. Address: Lawndale, N. C.

Secretary: JOHN F. SCHENCK, JR. Address: Shelby, N. C.

Treasurer: JOHN F. SCHENCK, SR. Address: Lawndale, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	11.05	11.05
Road owned, miles.....	9.28	9.28
Number employees.....	19	17
Capital stock.....	\$ 60,000.00	\$ 60,000.00
Funded debt.....		
Cost of road.....		
Cost of equipment.....	\$ 78,447.07	\$ 78,447.07
Operating revenue.....	\$ 21,195.50	\$ 14,918.55
*Operating expenses.....	\$ 18,976.67	\$ 12,913.12
Net operating revenue.....	\$ 2,218.67	\$ 2,505.43
Total freight revenue.....	\$ 21,195.50	\$ 14,918.55
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....	\$ 426.93	\$ 440.44

*Interest on bonds not included.

LINVILLE RIVER RAILWAY COMPANY

Road operated between Cranberry, N. C., and Pineola, N. C.; Montezuma, N. C., and Boone, N. C. Organized August 29, 1899, under laws of North Carolina.

President: EDGAR P. EARLE

Address: Johnson City, Tenn.

Secretary and Treasurer: H. PROSSER

Address: Johnson City, Tenn.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	34.79	34.79
Road owned, miles.....	34.79	34.79
Number employees.....	21 ¶	18 ¶
Capital stock.....	\$ 450,000.00	\$ 450,000.00
Funded debt.....		
Cost of road.....	\$ 522,655.85	\$ 523,351.56
Cost of equipment.....	\$ 86,174.26	\$ 86,281.65
Operating revenue.....	\$ 57,301.34	\$ 65,029.97
*Operating expenses.....	\$ 53,355.60	\$ 56,037.31
Net operating revenue.....	\$ 3,945.74	\$ 8,992.66
Total freight revenue.....	\$ 46,182.64	\$ 54,811.84
Total passenger train service revenue.....	\$ 10,567.66	\$ 9,626.44
Number revenue passengers.....	5,632	4,165
Taxes paid.....	\$ 4,979.23	\$ 4,672.46

*Interest on bonds not included.

¶All trainmen carried on report of East Tennessee and Western North Carolina Railroad Company.

LOUISVILLE AND NASHVILLE RAILROAD COMPANY

Road operated in states of Ohio, Kentucky, North Carolina, New York, California, and Texas
Organized March 5, 1850, under laws of Kentucky.

President: W. R. COLE Address: Louisville, Ky.
Secretary: JOHN M. SCOTT Address: Louisville, Ky.
Treasurer: J. C. MICHAEL Address: Louisville, Ky.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	2,271.98	5,263.26	13.19	13.19
Road owned, miles.....	4,999.79	4,507.16	13.19	13.19
Number employees.....	16,080	13,063		
Capital stock.....	\$117,000,000.00	\$117,000,000.00	\$ 308,646.00†	\$ 342,342.00†
Funded debt.....	\$238,901,570.00	\$238,679,670.00	\$ 630,222.34†	\$ 698,376.71†
Cost of road.....	\$302,743,082.29	\$304,588,304.55	\$ 798,636.25†	\$ 891,225.38†
Cost of equipment.....	\$153,655,587.83	\$152,966,067.53	\$ 405,343.44†	\$ 447,578.71†
Operating revenue.....	\$112,440,985.10	\$ 87,019,790.89	\$ 53,145.01	\$ 31,318.24
*Operating expenses.....	\$ 92,493,837.35	\$ 72,384,607.98	\$ 63,625.84	\$ 43,069.68
Net operating revenue.....	\$ 19,947,147.75	\$ 14,635,182.91	\$ 10,480.83	\$ 11,751.44
Total freight revenue.....	\$ 93,401,690.93	\$ 72,879,113.75	\$ 46,530.77	\$ 27,797.22
Total passenger train service revenue..	\$ 16,547,466.52	\$ 11,979,565.54	\$ 5,053.81	\$ 2,396.38
Number revenue passengers.....	4,556,815	3,008,217	12,191	8,049
Taxes paid.....	\$ 6,233,951.36	\$ 5,485,518.21	\$ 8,874.57	\$ 7,941.83

*Interest on bonds not included.

†Estimated on mileage basis.

MAXTON, ALMA AND SOUTH BOUND RAILROAD COMPANY

Road operated between Alma, N. C., and Rowland, N. C. Organized May, 1911, under laws of North Carolina.

President: H. A. MCKINNON Address: Maxton, N. C.
Secretary: C. J. COTTINGHAM Address: Alma, N. C.
Treasurer: A. J. MCKINNON Address: Maxton, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	15.15	15.15
Road owned, miles.....	15.15	15.15
Number employees.....	16 †	16 †
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Funded debt.....		
Cost of road.....	\$ 118,830.30	\$ 118,365.05
Cost of equipment.....	\$ 30,109.20	\$ 29,159.20
Operating revenue.....	\$ 17,218.07	\$ 15,264.41
*Operating expenses.....	\$ 14,273.27	\$ 14,872.52
Net operating revenue.....	\$ 2,944.80	\$ 391.89
Total freight revenue.....	\$ 14,946.96	\$ 13,154.09
Total passenger train service revenue..	\$ 2,067.76	\$ 1,892.82
Number revenue passengers.....	651	279
Taxes paid.....	\$ 184.62	\$ 348.86

*Interest on bonds not included.

†Five of the General Officers serve without compensation.

MOORE CENTRAL RAILWAY COMPANY

Road operated between Cameron, N. C., and Carthage, N. C. Organized October 12, 1924, under laws of North Carolina.

President: GEORGE R. ROSS

Address: Raleigh, N. C.

Secretary and Treasurer: ARTHUR ROSS

Address: Asheboro, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	10.107	10.107
Road owned, miles.....	10.107	10.107
Number employees.....	18	19
Capital stock.....	\$ 75,000.00	\$ 75,000.00
Funded debt.....		
Cost of road.....	\$ 39,750.20	\$ 39,750.20
Cost of equipment.....	\$ 4,758.14	\$ 4,758.14
Operating revenue.....	\$ 38,984.95	\$ 26,500.72
*Operating expenses.....	\$ 33,519.54	\$ 24,929.26
Net operating revenue.....	\$ 5,465.41	\$ 1,571.46
Total freight revenue.....	\$ 36,950.42	\$ 24,205.35
Total passenger train service revenue.....	\$ 15.92	\$ 14.03
Number revenue passengers.....	57	56
Taxes paid.....	\$ 574.72	\$ 508.06

*Interest on bonds not included.

PIEDMONT AND NORTHERN RAILWAY COMPANY

Road operated in states of North Carolina and South Carolina. Organized November 17, 1913, under laws of South Carolina.

President: W. S. LEE

Address: Charlotte, N. C.

Secretary: J. C. MCGOWAN

Address: Charlotte, N. C.

Treasurer and Vice-President: N. A. COCKE

Address: Charlotte, N. C.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	176.56	176.58	46.32	46.55
Road owned, miles.....	161.04	161.03	41.47	41.67
Number employees.....	472	414		
Capital stock.....	\$ 3,584,600.00	\$ 3,584,600.00	\$ 2,210,534.50†	\$ 2,220,836.02†
Funded debt.....	\$ 6,276,700.00	\$ 6,249,700.00	\$ 1,616,250.00†	\$ 1,616,797.39†
Cost of road.....				
Cost of equipment.....	\$ 16,840,927.24	\$ 16,929,506.48	\$ 4,336,538.76†	\$ 4,319,663.26†
Operating revenue.....	\$ 2,195,178.83	\$ 1,939,376.19	\$ 565,258.55†	\$ 501,716.62†
*Operating expenses.....	\$ 1,380,396.01	\$ 1,172,160.90	\$ 355,451.97†	\$ 303,238.02†
Net operating revenue.....	\$ 814,782.82	\$ 767,215.29	\$ 209,806.58	\$ 198,478.60
Total freight revenue.....	\$ 2,019,092.09	\$ 1,815,885.98	\$ 519,916.21†	\$ 469,769.70†
Total passenger train service revenue.....	\$ 71,986.29	\$ 49,023.20	\$ 18,536.47†	\$ 12,682.30†
Number revenue passengers.....				
Taxes paid.....	\$ 214,090.00	\$ 172,543.94	\$ 33,524.40	\$ 36,119.09

*Interest on bonds not included.

†Estimated on mileage basis.

THE PIGEON RIVER RAILWAY COMPANY

Road operated between West Canton, N. C., and Sunburst, N. C. Organized November 2, 1906, under laws of North Carolina.

President: E. A. OBLINGER

Secretary: J. F. PLANK

Treasurer and Assistant Secretary: D. C. WILLIAMS

Address: New York, N. Y.

Address: New York, N. Y.

Address: New York, N. Y.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	11.87	-----
Road owned, miles.....	11.87	-----
Number employees.....	14	-----
Capital stock.....	\$ 40,000.00	-----
Funded debt.....	\$ 77,000.00	-----
Cost of road.....	\$ 252,691.48	-----
Cost of equipment.....	\$ 5,000.00	-----
Operating revenue (\$404.71 non-operating revenue not included).....	\$ 18,264.35	-----
*Operating expenses (\$7,320.00 non-operating revenue expenses, included).....	\$ 18,154.65	-----
Net operating revenue.....	\$ 109.70	-----
Total freight revenue.....	\$ 17,976.79	-----
Total passenger train service revenue.....	\$ 206.76	-----
Number revenue passengers.....	6.75	-----
Taxes paid.....	\$ 707.40	-----

*Interest on bonds not included.

RALEIGH AND CHARLESTON RAILROAD COMPANY

Road operated between Marion, S. C., and Lumberton, N. C. Organized December 5, 1905, under laws of South Carolina.

President: L. R. POWELL, JR.

Address: Norfolk, Va.

Treasurer and Assistant Secretary: T. W. MATHEWS

Address: Norfolk, Va.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	42.58	-----	21.24	-----
Road owned, miles.....	42.58	-----	21.24	-----
Number employees.....	53	-----	-----	-----
Capital stock.....	\$ 574,500.00	-----	\$ 286,560.00†	-----
Funded debt.....	\$ 550,000.00	-----	\$ 274,340.00†	-----
Cost of road.....	\$ 1,110,278.07	-----	\$ 553,806.70†	-----
Cost of equipment.....	\$ 10,130.78	-----	\$ 5,053.23†	-----
Operating revenue.....	\$ 125,515.59	-----	\$ 62,607.17†	-----
*Operating expenses.....	\$ 118,620.84	-----	\$ 59,168.07†	-----
Net operating revenue.....	\$ 6,894.75	-----	\$ 3,439.10†	-----
Total freight revenue.....	\$ 120,350.13	-----	\$ 60,030.64†	-----
Total passenger train service revenue.....	\$ 4,699.50	-----	\$ 2,344.11†	-----
Number revenue passengers.....	3,051	-----	-----	-----
Taxes paid.....	-----	-----	\$ 3,462.92	-----

*Interest on bonds not included.

RALEIGH AND CHARLESTON RAILROAD COMPANY

L. R. POWELL, JR., AND E. W. SMITH, RECEIVERS (See Note)

Road operated between _____ and _____. Organized _____ under laws of _____.

Receivers: L. R. POWELL, JR. Address: Norfolk, Va.

E. W. SMITH Address: Norfolk, Va.

Treasurer: T. W. MATHEWS Address: Norfolk, Va.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....		42.58		21.24
Road owned, miles.....		42.58		21.24
Number employees.....		39		
Capital stock.....	\$	574,500.00	\$	286,560.00†
Funded debt.....	\$	550,000.00	\$	274,340.00†
Cost of road.....	\$	1,110,114.77	\$	553,725.24†
Cost of equipment.....	\$	10,130.78	\$	5,056.73†
Operating revenue.....	\$	87,509.47	\$	43,649.72†
*Operating expenses.....	\$	63,273.14	\$	31,560.64†
Net operating revenue.....	\$	24,236.33	\$	12,089.08†
Total freight revenue.....	\$	82,954.37	\$	41,377.64†
Total passenger train service revenue.....	\$	4,369.83	\$	2,179.67†
Number revenue passengers.....		2,395		
Taxes paid.....			\$	4,901.87

*Interest on bonds not included.

NOTE. The property operated from January 1, 1931, to May 1, 1931, under name of Raleigh & Charleston Railroad Company and May 1, 1931, to December 31, 1931, under name of L. R. Powell, Jr., and E. W. Smith, as Receivers of Raleigh & Charleston Railroad Company.

ROCKINGHAM RAILROAD COMPANY

Road operated between Rockingham, N. C., and Gibson, N. C. Organized June 15, 1910, under laws of North Carolina.

President: H. C. WALL

Address: Rockingham, N. C.

Secretary and Treasurer: J. LEGRAND EVERETT

Address: Rockingham, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	22.02	22.02
Road owned, miles.....	22.02	22.02
Number employees.....	24	24
Capital stock.....	\$ 72,000.00	\$ 72,000.00
Funded debt.....	\$ 250,000.00	\$ 250,000.00
Cost of road.....	\$ 327,901.61	\$ 308,317.56
Cost of equipment.....	\$ 18,863.04	\$ 18,863.04
Operating revenue.....	\$ 56,307.29	\$ 52,954.28
*Operating expenses.....	\$ 45,805.27	\$ 44,499.99
Net operating revenue.....	\$ 10,502.02	\$ 8,454.29
Total freight revenue.....	\$ 54,716.42	\$ 51,716.09
Total passenger train service revenue.....	\$ 105.94	\$ 122.04
Number revenue passengers.....	210	222
Taxes paid.....	\$ 4,035.13	\$ 2,825.26

*Interest on bonds not included.

TENNESSEE & NORTH CAROLINA RAILWAY COMPANY

Road operated between Newport, Tenn., and Crestmont, N. C.; Andrews, N. C., and Hayesville, N. C.; Knoxville, Tenn., and Sevierville, Tenn. Organized June 28, 1920, under laws of Tennessee.

General Manager and President: C. BOICE

Address: Newport, Tenn.

Secretary: F. W. MOREHEAD

Address: Hartford, Tenn.

Treasurer and Vice-President: J. W. BELL

Address: Abington, Va.

	Entire		North Carolina	
	1930	1931	1930	1931
Road operated, miles.....	74.59	73.74	26.84	26.84
Road owned, miles.....	74.59	73.74	26.84	26.84
Number employees.....	67	55		
Capital stock.....	\$ 250,000.00	\$ 250,000.00	\$ 90,975.00	\$ 90,975.00
Funded debt.....				
Cost of road.....	\$ 462,845.11	\$ 462,845.11	\$ 168,429.33	\$ 168,429.33
Cost of equipment.....	\$ 45,258.92	\$ 45,258.92	\$ 116,469.72	\$ 16,469.72
Operating revenue.....			\$ 20,967.97	\$ 11,694.13
*Operating expenses.....			\$ 34,121.37	\$ 21,092.88
Net operating revenue.....			\$ 13,153.40†	\$ 9,483.75†
Total freight revenue.....			\$ 20,773.58	\$ 11,465.63
Total passenger train service revenue.....			\$ 387.57	\$ 98.60
Number revenue passengers.....			3,230	806
Taxes paid.....			\$ 1,688.98	\$ 1,524.88

*Interest on bonds not included.

†In red.

THE TOWNVILLE RAILROAD COMPANY

Road operated between Townsville, N. C., and Manson, N. C. Organized July 2, 1919, under laws of North Carolina.

President: J. R. PASCHAL

Address: Wise, N. C.

Secretary and Treasurer: R. B. TAYLOR

Address: Townsville, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	10.806	10.806
Road owned, miles.....	10.806	10.806
Number employees.....	11	12
Capital stock.....	\$ 240,000.00	\$ 240,000.00
Funded debt.....	\$ 22,500.00	\$ 22,500.00
Cost of road.....	\$ 161,799.62	\$ 161,799.62
Cost of equipment.....	\$ 15,887.27	\$ 15,887.27
Operating revenue.....	\$ 12,084.99	\$ 8,606.29
*Operating expenses.....	\$ 13,173.71	\$ 8,321.29
Net operating revenue.....	\$ 1,088.72†	\$ 285.00
Total freight revenue.....	\$ 12,064.99	\$ 8,572.29
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....	\$ 628.78	\$ 512.48

*Interest on bonds not included.

†In red.

TUCKASEEGEE AND SOUTHEASTERN RAILWAY COMPANY

Road operated between East La Porte, N. C., and Sylva, N. C. Organized June 7, 1922, under laws of North Carolina.

President: JOSEPH KEYS

Address: Washington, D. C.

Secretary and Treasurer: N. M. DAVISON

Address: East La Porte, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	12.26	12.26
Road owned, miles.....	12.26	12.26
Number employees.....	27	18
Capital stock.....	\$ 300,000.00	\$ 240,000.00
Funded debt.....	\$ 5,000.00	
Cost of road.....	\$ 348,207.27	\$ 348,207.27
Cost of equipment.....	\$ 36,562.87	\$ 37,162.87
Operating revenue.....	\$ 69,727.63	\$ 38,599.04
*Operating expenses.....	\$ 80,768.20	\$ 49,785.49
Net operating revenue.....	\$ 11,040.52†	\$ 11,186.45†
Total freight revenue.....	\$ 69,727.63	\$ 38,599.04
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

†In red.

VIRGINIA AND CAROLINA SOUTHERN RAILROAD COMPANY

Road operated between Lumberton, N. C., and Hope Mills, N. C.; St. Paul, N. C., and Elizabethtown, N. C. Organized January 11, 1907, under laws of North Carolina.

President and Treasurer: A. T. McLEAN

Address: Lumberton, N. C.

Secretary and First Vice President: H. B. JENNINGS

Address: Lumberton, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	52.96	52.96
Road owned, miles.....	52.96	52.96
Number employees.....	62	45
Capital stock.....	\$ 141,000.00	\$ 141,000.00
Funded debt.....	\$ 524,000.00	\$ 524,000.00
Cost of road.....	\$ 695,000.00	\$ 688,535.00
Cost of equipment.....	\$ 72,081.00	\$ 72,748.00
Operating revenue.....	\$ 150,674.00	\$ 114,243.00
*Operating expenses.....	\$ 130,709.00	\$ 91,066.00
Net operating revenue.....	\$ 19,965.00	\$ 23,177.00
Total freight revenue.....	\$ 136,967.00	\$ 103,695.00
Total passenger train service revenue.....	\$ 10,657.00	\$ 9,279.00
Number revenue passengers.....	5,475	2,713
Taxes paid.....	\$ 10,220.00	\$ 11,365.00

*Interest on bonds not included.

WARRENTON RAILROAD COMPANY

Road operated between Warrenton, N. C., and Warren Plains, N. C. Organized April 21, 1876, under laws of North Carolina.

President and General Manager: J. M. GARDNER
Secretary and Treasurer: C. R. RODWELL

Address: Warrenton, N. C.
Address: Warrenton, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	3.00	3.00
Road owned, miles.....	3.00	3.00
Number employees.....	11	11
Capital stock.....	\$ 66,000.00	\$ 66,000.00
Funded debt.....		
Cost of road.....	\$ 54,564.04	\$ 54,558.04
Cost of equipment.....	\$ 13,465.52	\$ 13,465.52
Operating revenue.....	\$ 41,911.56	\$ 39,488.07
*Operating expenses.....	\$ 30,715.32	\$ 24,800.44
Net operating revenue.....	\$ 11,196.24	\$ 14,687.63
Total freight revenue.....	\$ 40,853.87	\$ 38,550.07
Total special train service revenue.....	\$ 1,057.69	\$ 709.35
Number revenue passengers.....		
Taxes paid.....	\$ 2,406.24	\$ 2,806.07

*Interest on bonds not included.

WASHINGTON AND VANDEMERE RAILROAD COMPANY

(OPERATED AS AN INTEGRAL PART OF A. C. L. R. R. Co., LESSEE)

Road operated between Washington, N. C., and Vandemere, N. C. Organized March 4, 1903, under laws of North Carolina.

President: A. C. McLEAN Address: Washington, N. C.
Secretary: R. D. CRONLY Address: Wilmington, N. C.
Treasurer: P. NICHOLS Address: Wilmington, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	40.52	39.59
Road owned, miles.....	40.52	39.59
Number employees.....	8	9
Capital stock.....	\$ 125,000.00	\$ 125,000.00
Funded debt.....	\$ 720,000.00	\$ 720,000.00
Cost of road.....	\$ 599,897.96	\$ 599,897.96
Cost of equipment.....	\$ 37,606.60	\$ 36,845.60
Operating revenue.....		
*Operating expenses.....		
Net operating revenue.....		
Total freight revenue.....		
Total passenger train service revenue.....		
Number revenue passengers.....		
Taxes paid.....		

*Interest on bonds not included.

Wilmington, Brunswick and Southern Railroad Company

Road operated between Navassa, N. C., and Southport, N. C. Organized January 22, 1937, under laws of North Carolina.

President: M. J. CORBETT

Address: Wilmington, N. C.

Secretary: WALKER TAYLOR

Address: Wilmington, N. C.

Treasurer: JOHN D. CORBETT

Address: Wilmington, N. C.

	Entire—North Carolina	
	1930	1931
Road operated, miles.....	30.2	30.2
Road owned, miles.....	30.2	30.2
Number employees.....	26	24
Capital stock.....	\$ 165,000.00	\$ 165,000.00
Funded debt.....	\$ 183,750.00	\$ 183,750.00
Cost of road.....	\$ 464,040.31	\$ 464,040.31
Cost of equipment.....	\$ 23,851.31	\$ 27,498.61
Operating revenue.....	\$ 35,984.05	\$ 27,722.08
*Operating expenses.....	\$ 35,923.63	\$ 28,044.30
Net operating revenue.....	\$ 60.42	\$ 322.22†
Total freight revenue.....	\$ 25,036.86	\$ 18,016.59
Total passenger train service revenue.....	\$ 9,834.64	\$ 7,193.57
Number revenue passengers.....	1,839	1,934
Taxes paid.....	\$ 2,518.89	\$ 910.42

*Interest on bonds not included.

†In red.

RECAPITULATION

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RECAPITULATION MILEAGE, COST OF ROAD, CAPITAL STOCK, FUNDED DEBT, EARNINGS AND EXPENSES—NORTH CAROLINA, 1930

Railroad	Miles of Road Owned and Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Service
Atlantic Coast Line R. R.	1,028.17	\$57,883,281.14	\$17,490,098.86	\$23,100,142.51	\$15,021,102.69	\$11,842,529.39	\$11,480,516.79	\$3,281,148.08
Atlantic and Yadkin Ry.	163.10	2,639,834.76	1,000,000.00	1,500,000.00	1,040,241.82	778,982.98	966,793.33	52,681.09
Clinchfield R. R.	---	---	---	---	2,428,420.29	1,376,029.38	2,350,260.14	58,102.26
Carolina, Clinchfield and Ohio Ry.	117.40	29,896,838.22	11,042,500.00	12,342,684.96	(1)	(1)	(1)	(1)
Carolina and Northwestern Ry.	87.34	2,872,669.07	986,345.20	1,454,670.40	625,004.87	452,788.95	30,754.63	30,754.63
Norfolk Southern R. R.	679.79	29,314,102.74	13,770,720.00	13,803,425.46	6,036,020.71	4,697,834.92	5,570,279.21	386,687.54
Atlantic & North Carolina R. R.	95.82	2,110,200.00	1,797,200.00	325,000.00	(2)	(2)	(2)	(2)
Durham & South Carolina R. R.	38.08	---	---	---	(2)	(2)	(2)	(2)
Norfolk & Western Ry.	130.70	26,791,878.66	9,703,887.58	6,641,335.04	1,028,985.55	1,287,882.05	908,986.89	95,611.18
Seaboard Air Line Ry.	627.35	44,589,918.94	15,507,162.65	32,253,811.93	11,902,421.52	9,500,185.67	10,005,913.55	1,710,042.25
Southern Railway	591.00	72,882,548.99	27,189,904.82	40,964,045.85	24,164,512.34	18,245,406.51	19,018,048.60	4,626,635.25
Southern Railway Subsidiaries:								
Asheville and Craggs Mountain Ry.	4.74	42,297.69	24,200.00	---	19,433.77	24,302.43	19,232.63	---
Asheville Southern Ry.	2.27	55,582.93	60,000.00	---	(4)	(4)	(4)	(4)
Atlanta and Charlotte Air Line Ry.	42.64	3,621,730.00	283,730.00	3,338,000.00	(3)	(3)	(3)	(3)
Atlantic and Danville Ry.	22.15	609,489.57	173,746.00	434,365.00	(3)	(3)	(3)	(3)
Carolina and Tennessee Southern Ry.	13.96	577,698.10	60,000.00	643,000.00	97,007.94	25,629.47	46,914.40	1,583.82
Danville and Western Ry.	8.96	246,061.72	40,324.84	240,436.45	49,602.57	35,673.09	45,996.52	2,498.81
High Point, Randleman, Asheboro and Southern R. R.	26.85	685,812.57	248,400.00	402,000.00	80,338.62	77,015.11	75,527.22	2,543.97
North Carolina R. R.	242.12	4,944,927.53	4,000,000.00	---	(3)	(3)	(3)	(3)
North and South Carolina R. R.	4.79	50,000.00	50,000.00	---	(3)	(3)	(3)	(3)
North Carolina Midland R. R.	58.50	1,721,939.00	924,000.00	801,000.00	(3)	(3)	(3)	(3)
Southern Ry.-Carolina Division	106.68	2,372,099.88	638,123.36	918,251.60	(3)	(3)	(3)	(3)
State University R. R.	10.15	79,628.51	31,300.00	---	32,598.52	39,216.69	29,250.81	3,334.64
Tallahul Falls Ry.	14.00	414,919.72	79,265.34	372,306.90	32,639.05	39,999.55	20,079.02	10,838.81
Yadkin R. R.	40.52	1,385,257.86	625,000.00	615,000.00	266,190.15	204,564.40	256,184.44	8,224.23
Winston-Salem Southbound Ry.	87.70	6,735,658.77	1,245,000.00	5,000,000.00	1,280,140.63	830,725.75	1,193,830.59	52,210.83

RECAPITULATION, 1930—Continued

Railroad	Miles of Road Owned and Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Service
MISCELLANEOUS ROADS:								
Aberdeen and Rockfish R. R.	44.90	\$ 446,573.37	\$ 200,300.00	\$ 143,000.00	\$ 182,678.68	\$ 132,488.55	\$ 173,384.64	\$ 7,886.88
Appalachian Ry.	10.00	333,178.97	100,000.00	30,000.00	15,307.71	28,728.24	13,553.50	291.61
Atlantic and Carolina R. R.	10.00	68,376.23	10,000.00	34,000.00	14,239.11	16,484.24	12,455.69	112.14
Atlantic and Western Ry.	24.00	149,637.21	62,000.00	60,000.00	108,562.96	95,268.26	101,965.45	5,716.02
Black Mountain Ry.	12.83	240,211.06	50,000.00	600,000.00	31,998.60	40,104.43	31,698.36	147.24
Bonlee and Western Ry.	11.37	61,600.00	61,600.00	7,500.00	10,087.00	11,278.78	10,087.00	-----
Carolina R. R.	13.095	99,715.60	35,000.00	39,000.00	12,151.94	19,169.43	11,706.55	231.60
Cape Fear Railway	5.00	63,258.81	23,300.00	24,000.00	43,505.91	36,784.35	43,505.91	-----
Carolina and Northeastern R. R.	16.00	433,193.79	300,000.00	199,000.00	15,433.95	17,723.22	15,995.01	-----
Carolina Southern Ry.	21.55	191,475.43	168,800.00	2,300.00	37,590.67	32,435.65	36,670.82	-----
Cliffside R. R.	5.00	151,711.76	80,000.00	10,500.00	26,201.75	24,020.23	25,289.08	1.35
Dover and Southbound R. R.	24.75	186,491.79	100,000.00	-----	12,817.83	28,028.55	12,536.83	-----
Durham and Southern Ry.	56.87	1,748,078.70	1,350,000.00	-----	645,333.09	383,438.86	623,842.43	17,597.01
East Carolina Ry.	38.20	428,122.68	55,500.00	401,015.10	107,880.91	108,259.86	106,111.02	157.23
East Tennessee and Western North Carolina R. R.	3.18	126,934.46	43,136.41	43,945.00	19,142.87	15,362.00	17,113.61	1,287.96
Elkin and Alleghany R. R.	-----	-----	-----	-----	-----	-----	-----	-----
Graham County R. R.	12.13	231,382.29	225,000.00	-----	52,743.07	40,801.92	51,018.07	-----
High Point, Thomasville & Denton R. R.	33.778	644,671.69	218,090.00	-----	363,028.40	269,387.34	354,403.22	8,625.18
Kinston Carolina R. R. (ceased operations June 1, 1929.)	-----	-----	-----	-----	-----	-----	-----	-----
Laurinburg and Southern R. R.	30.00	409,508.11	225,000.00	75,000.00	116,151.33	98,745.03	110,576.62	403.03
Lawndale Railway and Industrial Co.	9.28	78,447.07	60,000.00	-----	21,195.50	18,976.67	21,195.50	-----
Linville River Ry.	34.79	608,830.11	450,000.00	-----	57,301.34	53,355.60	46,182.64	10,567.66
Louisville and Nashville R. R.	13.19	1,203,979.69	308,646.00	630,222.34	53,145.01	63,625.84	46,530.77	5,053.81
Maxton, Alma and Southbound R. R.	15.15	148,939.50	75,000.00	-----	17,218.07	14,273.27	14,946.96	2,067.76
Moore Central Ry.	10.107	44,508.34	75,000.00	-----	38,984.95	33,519.54	36,950.42	15.92
Piedmont and Northern Ry.	41.47	4,336,538.76	2,210,534.50	1,616,250.00	565,258.55	355,451.97	519,916.21	18,536.47

Pigeon River Ry.-----	11.87	257,691.48	40,000.00	77,000.00	18,264.35	18,154.65	17,976.79	206.76
Raleigh and Charleston R. R.-----	21.24	558,859.93	286,560.00	274,340.00	62,617.17	59,168.07	60,030.64	2,344.11
Rockingham R. R.-----	22.02	346,764.65	72,000.00	250,000.00	56,307.29	45,805.27	54,716.42	105.94
Tennessee and North Carolina Ry.-----	26.84	184,899.05	90,975.00	-----	20,967.97	34,121.37	20,773.58	387.57
Townsville R. R.-----	10.806	177,686.89	240,000.00	22,500.00	12,084.99	13,173.71	12,064.99	-----
Tuckasegee and Southeastern Ry.-----	12.26	384,770.14	300,000.00	5,000.00	69,727.68	80,768.20	69,727.68	-----
Virginia and Carolina Southern R. R.-----	52.96	661,283.00	141,000.00	524,000.00	150,674.00	130,709.00	136,967.00	10,657.00
Warrenton R. R.-----	3	68,029.56	66,000.00	-----	41,911.56	30,715.32	40,853.87	1,057.69
Washington and Vandemere R. R.-----	40.52	637,504.56	125,000.00	720,000.00	(6)	(6)	(6)	(6)
Wilmington, Brunswick & Southern R. R.-----	30.20	487,891.62	165,000.00	183,750.00	35,984.05	35,923.63	25,036.86	9,804.64
Grand Total.-----	4,968.136	\$308,725,032.67	\$114,984,350.56	\$151,121,708.54	\$67,121,149.30	\$51,845,017.39	\$54,893,452.91	\$10,426,110.57

- (1) Included in Clinchfield R. R.
(2) Included in Norfolk Southern Ry.
(3) Included in Southern Railway.
(4) Included in Asheville and Craggy Mountain Ry.
(6) Included in Atlantic Coast Line.

RECAPITULATION MILEAGE, COST OF ROAD, CAPITAL STOCK, FUNDED DEBT, EARNINGS AND EXPENSES—NORTH CAROLINA, 1931

Railroad	Miles of Road Owned and Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Service
Atlantic Coast Line R. R.	1,009.87	\$57,258,445.06	\$17,242,480.66	\$29,690,957.00	\$12,646,730.63	\$10,049,032.81	\$9,944,213.02	\$2,496,799.17
Atlantic and Yadkin Ry.	163.10	2,639,242.96	1,000,000.00	1,500,000.00	827,173.74	736,846.85	770,707.65	38,662.68
Clinchfield R. R.					2,212,881.33	1,257,262.48	2,157,158.58	40,341.80
Carolina, Clinchfield & Ohio Ry.	117.40	29,806,838.22	11,042,500.00	12,094,130.10	(1)	(1)	(1)	(1)
Carolina and Northwestern Ry.	87.34	2,876,848.34	986,345.20	1,454,670.40	596,386.77	398,970.51	566,487.29	23,019.44
Norfolk Southern R. R.	679.79	29,307,171.30	13,770,720.00	13,492,895.72	5,288,883.03	4,357,510.56	4,944,887.45	280,872.67
Atlantic and North Carolina R. R.	95.82	2,110,200.00	1,797,200.00	325,000.00	(2)	(2)	(2)	(2)
Durham and South Carolina R. R.	38.08				(2)	(2)	(2)	(2)
Norfolk and Western Ry.	130.76	27,088,193.14	9,605,703.22	5,952,699.22	909,864.93	1,139,708.63	819,826.75	71,968.64
Seaboard Air Line Ry.	627.35	44,324,272.91	15,549,717.98	30,063,604.03	10,073,800.23	8,489,347.86	8,590,813.30	1,344,068.51
Southern Railway	591.00	72,733,307.19	27,209,451.84	40,432,769.76	20,380,486.95	16,533,735.16	16,543,710.79	3,468,048.93
Southern Railway Subsidiaries:								
Asheville and Craggy Mountain Ry.	4.74	42,297.69	24,200.00		12,910.63	22,577.72	12,719.47	
Asheville Southern Ry.	2.27	55,582.93	60,000.00		(4)	(4)	(4)	(4)
Atlanta and Charlotte Air Line Ry.	42.64	3,621,730.00	283,730.00	3,338,000.00	(3)	(3)	(3)	(3)
Atlantic and Danville Ry.	22.15	609,489.57	173,746.00	434,365.00	(3)	(3)	(3)	(3)
Carolina and Tennessee Southern Ry.	13.96	577,608.10	60,000.00	643,000.00	53,323.85	22,926.48	25,246.71	1,404.57
Danville and Western Ry.	8.96	245,032.49	40,324.84	240,436.45	52,908.28	33,507.90	50,351.34	1,896.20
High Point, Randleman, Asheboro and Southern R. R.	26.85	685,829.93	248,400.00	402,000.00	60,962.03	73,988.34	56,940.00	2,376.18
North Carolina R. R.	224.12	4,944,927.53	4,000,000.00		(3)	(3)	(3)	(3)
North and South Carolina R. R.	4.97	50,000.00	50,000.00		(3)	(3)	(3)	(3)
North Carolina Midland R. R.	53.50	1,722,230.04	924,000.00	801,000.00	(3)	(3)	(3)	(3)
Southern Railway-Carolina Division.	106.68	2,371,945.03	638,123.36	918,251.60	(3)	(3)	(3)	(3)
State University R. R.	10.15	79,803.89	31,300.00		26,699.88	37,324.54	24,242.89	2,449.66
Tallah Falls Ry.	14.00	414,507.04	79,265.34	372,306.90	13,922.66	34,354.53	8,590.24	3,942.12
Yadkin R. R.	40.52	1,376,905.94	625,000.00	615,000.00	227,095.09	174,300.70	218,522.38	6,894.92
Winston-Salem Southbound Ry.	87.70	6,741,214.87	1,243,000.00	5,000,000.00	1,130,269.81	741,490.06	1,079,512.57	38,110.25

RECAPITULATION

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MISCELLANEOUS ROADS:

Aberdeen and Rockfish R. R.-----	44.90	447,134.49	200,300.00	127,000.00	155,179.64	108,822.67	147,285.09	7,142.16
Appalachian Ry.-----	10.00	333,178.97	100,000.00	30,000.00	9,786.66	26,584.47	8,637.87	63.80
Atlantic and Carolina R. R.-----	10.00	68,376.23	10,000.00	34,000.00	7,037.67	11,080.20	5,264.92	78.40
Atlantic and Western R. R.-----	24.00	149,645.71	62,000.00	60,000.00	61,684.73	53,155.93	56,073.48	1,046.25
Black Mountain Ry.-----	12.83	234,187.29	50,000.00	600,000.00	22,915.78	19,882.60	22,613.70	97.15
Bonlee and Western Ry.-----	11.37	64,500.00	61,500.00	7,500.00	7,050.00	9,000.00	9,000.00	-----
Carolina R. R. (ceased operations July 31, 1931.)	5.00	63,258.81	23,300.00	24,000.00	43,505.91	36,784.35	43,505.91	-----
Cape Fear Railways.-----	8.5	5,161.28	3,600.00	-----	8,406.87	6,687.07	8,406.87	-----
Carolina and Northeastern R. R.-----	22.00	191,475.43	108,800.00	1,100.00	26,198.26	25,470.72	23,363.17	18.44
Carolina Southern Ry.-----	5.00	151,851.31	80,000.00	9,000.00	23,887.63	18,014.72	23,155.00	.90
Cliffside R. R.-----	5.00	July 31, 1931.)	-----	-----	-----	-----	-----	-----
Dover and Southbound R. R. (ceased operations July 31, 1931.)	56.87	1,761,945.47	1,349,700.00	401,015.10	566,127.94	336,338.21	547,777.22	14,987.67
Durham and Southern Ry.-----	38.02	428,122.68	35,500.00	-----	72,469.02	85,453.09	70,969.19	79.16
East Carolina Ry.-----	-----	-----	-----	-----	-----	-----	-----	-----
East Tennessee & Western North Carolina R. R.-----	3.18	127,153.84	43,136.41	43,945.00	20,275.44	14,229.42	18,551.47	929.68
Elkin and Alleghany R. R.-----	-----	-----	-----	-----	-----	-----	-----	-----
Graham County R. R.-----	12.13	231,382.29	225,000.00	-----	29,431.18	27,997.77	28,390.18	-----
High Point, Thomasville & Denton R. R.-----	33.778	665,281.96	218,775.00	-----	353,403.61	233,496.11	348,506.11	4,897.50
Laurinburg and Southern R. R.-----	30.00	410,456.12	225,000.00	75,000.00	112,582.62	95,197.29	107,458.16	-----
Lawdale Railway & Industrial Co.-----	9.28	78,447.07	60,000.00	-----	14,918.55	12,913.12	14,918.55	-----
Linville River Ry.-----	34.79	609,635.21	450,000.00	698,376.71	65,029.97	56,037.31	54,811.84	9,626.44
Louisville and Nashville R. R.-----	13.19	1,338,804.09	342,342.00	-----	31,318.24	43,069.68	27,797.22	2,396.38
Maxton, Alma and Southbound R. R.-----	15.15	147,524.25	75,000.00	15,204.41	14,872.52	13,154.09	13,154.09	1,892.82
Moore Central Ry.-----	10.107	44,508.34	75,000.00	-----	26,500.72	24,929.26	24,205.35	14.03
Piedmont and Northern Ry.-----	41.67	4,319,663.26	2,220,836.02	1,616,797.39	501,716.62	303,238.02	469,769.70	12,682.30
Pigeon River Ry.-----	13.23	269,299.03	40,000.00	77,000.00	13,958.72	17,537.16	13,866.14	92.58
Raleigh and Charleston R. R.-----	21.24	558,781.97	286,560.00	274,340.00	43,649.72	31,560.64	41,377.64	2,179.67
Rockingham R. R.-----	22.02	327,180.60	72,000.00	250,000.00	52,954.28	44,499.99	51,716.09	122.04
Tennessee and North Carolina Ry.-----	26.94	184,899.05	90,975.00	-----	11,604.13	21,092.88	11,465.63	98.60
Tuckasegee and Southeastern Ry.-----	12.26	385,370.14	240,000.00	-----	38,599.04	49,785.49	38,599.04	-----
Townsville R. R.-----	10.806	177,686.89	240,000.00	22,500.00	8,606.29	8,321.29	8,372.29	-----
Virginia and Carolina Southern R. R.-----	52.96	761,283.00	141,000.00	524,000.00	114,243.00	91,066.00	103,695.00	9,279.00
Warrenton R. R.-----	3.00	68,023.56	66,000.00	-----	39,483.07	24,800.44	38,550.07	709.35

RECAPITULATION, 1931—Continued

Railroad	Miles of Road Owned and Operated	Cost of Road and Equipment	Capital Stock	Funded Debt	Operating Revenue	Operating Expenses	Total Freight Revenue	Total Passenger Train Service
Washington and Vandemere R. R.-----	39.59	\$ 636,743.56	\$ 125,000.00	\$ 720,000.00	\$ (6)	\$ (6)	\$ (6)	\$ (6)
Wilmington, Brunswick and Southern R. R.-----	30.20	491,538.92	165,000.00	183,750.00	27,722.08	28,044.30	18,016.59	7,193.57
Grand Total-----	4,887.631	\$307,506,142.99	\$114,253,532.87	\$153,550,410.38	\$ 57,039,716.67	\$ 45,982,847.85	\$ 48,215,414.01	\$7,896,489.63

(1) Included in Clinchfield R. R.

(2) Included in Norfolk Southern Ry.

(3) Included in Southern Railway.

(4) Included in Asheville & Craggy Mountain Ry.

(6) Included in Atlantic Coast Line.

RAILWAY EXPRESS AGENCY, INCORPORATED

OFFICERS

Title	Name	Address
President.....	Robt. E. M. Cowie.....	New York, N. Y.
Secretary.....	E. R. Merry, Jr.....	New York, N. Y.
Vice-President and Treasurer.....	W. B. Clark.....	New York, N. Y.

HISTORY

Incorporated December 7, 1928, under Laws of Delaware.

MILEAGE

	Entire System		North Carolina	
	1930	1931	1930	1931
Steam Lines.....	\$220,945.75	\$218,713.12	\$3,031.32	\$2,995.58
Electric Lines.....	2,665.58	2,535.57	26.69	26.65
Steamboat Lines.....	26,061.77	25,971.25	-----	-----
Stage Lines.....	2,733.69	3,600.85	-----	-----
Ferries.....	36.25	35.50	-----	-----
Aircraft Lines.....	13,361.00	10,443.00	-----	-----
Gas Motors—Rail Lines.....	150.15	275.22	-----	-----
Total.....	\$265,954.19	\$261,574.51	\$3,058.01	\$3,022.23

OPERATING REVENUES

Account	1930	1931
TRANSPORTATION:		
Express—domestic.....	\$237,465,751.11	\$191,976,078.00
Miscellaneous.....	22,554.56	67,871.24
Total transportation.....	\$237,488,305.67	\$192,043,949.24
CONTRACT PAYMENTS:		
Express privileges—Dr.....	\$112,365,946.79	81,220,724.97
Revenue from transportation.....	\$125,122,358.88	\$110,823,224.27
OPERATIONS OTHER THAN TRANSPORTATION:		
Custom brokerage fees.....	\$ 208,225.81	\$ 165,689.38
Order and commission.....	5,658.38	5,279.33
Rents of buildings and other property.....	120,691.66	108,557.79
C. O. D. Checks.....	2,140,120.69	1,819,682.41
Profit on exchange and other financial revenue.....	199.55	37.98
Miscellaneous.....	872,341.45	1,079,211.82
Total operating revenues.....	\$128,469,596.42	\$113,996,682.98

OPERATING EXPENSES

Account	1930	1931
Maintenance.....	\$ 8,023,889.54	\$ 7,516,885.61
Traffic.....	424,374.10	403,433.88
Transportation.....	110,303,698.75	96,582,231.30
General.....	7,063,790.97	6,678,389.25
Total operating expenses.....	\$125,820,753.36	\$111,180,940.04

BALANCE SHEET

Assets	Balance at Close of Year 1930	Liabilities	Balance at Close of Year 1930
Investments.....	\$52,135,571.38	Capital Stock.....	\$ 100,000.00
Current assets.....	24,155,504.56	Current liabilities.....	20,127,799.58
Deferred assets.....	140,107.10	Deferred liabilities.....	140,940.35
Unadjusted debits.....	1,289,786.53	Unadjusted credits.....	24,552,229.64
		Corporate surplus.....	
Total.....	\$77,720,969.57	Total.....	\$77,720,969.57

Assets	Balance at Close of Year 1931	Liabilities	Balance at Close of Year 1931
Investment.....	\$51,515,254.94	Capital Stock.....	\$ 100,000.00
Current assets.....	21,527,395.68	Current liabilities.....	15,711,098.69
Deferred assets.....	34,269.25	Deferred liabilities.....	34,269.25
Unadjusted debits.....	1,181,191.48	Unadjusted credits.....	25,612,743.41
		Corporate surplus.....	
Total.....	\$74,258,111.35	Total.....	\$74,258,111.35

EQUIPMENT OWNED

	1930	1931
Equipment Owned.....	\$32,204,180.20	\$31,532,736.99

SOUTHEASTERN EXPRESS COMPANY

OFFICERS

Title	Name	Address
President.....	J. E. Skaggs.....	Atlanta, Ga.
Secretary and Treasurer.....	F. W. Woods.....	Atlanta, Ga.

HISTORY

Organized 1920, under Laws of Alabama.

MILEAGE

	Entire System		North Carolina	
	1930	1931	1930	1931
Steam roads.....	\$9,912.43	\$9,881.90	\$1,471.57	\$1,471.57
Electric lines.....	37.72	37.72	-----	-----
Inland steamboat lines.....	268.00	268.00	-----	-----
Miscellaneous.....	26.00	26.00	-----	-----
Total.....	\$10,244.15	\$10,213.62	\$1,471.57	\$1,471.57

OPERATING REVENUES

Account	1930	1931
TRANSPORTATION:		
Express—domestic.....	\$6,755,044.66	\$5,597,321.26
Miscellaneous.....	8,510.34	5,675.88
Total transportation.....	\$6,763,555.00	\$5,602,997.14
CONTRACT PAYMENTS:		
Express privileges—Dr.....	\$2,940,458.65	\$2,116,831.25
Revenue from transportation.....	\$3,823,096.35	\$3,486,165.89
OPERATIONS OTHER THAN TRANSPORTATION:		
Customs brokerage fees.....	\$ 77.97	\$ 50.81
Order and commission.....	3.73	-----
Rents of buildings and other property.....	1,270.98	868.73
Money orders.....	13,506.27	15,699.02
C. O. D. checks.....	89,752.94	76,209.89
Miscellaneous.....	7,978.77	6,095.39
Total operating revenue.....	\$ 3,935,687.01	\$ 3,585,089.73

OPERATING EXPENSES

Account	1930	1931
Maintenance	\$ 172,981.42	\$ 169,629.37
Traffic	93,686.05	93,125.42
Transportation	3,270,210.56	2,929,650.96
General	265,576.92	251,044.11
Total operating expenses	\$ 3,802,454.95	\$ 3,443,449.86

BALANCE SHEET

Assets	Balance at Close of Year 1930	Liabilities	Balance at Close of Year 1930
Investment	\$ 1,200,879.05	Capital stock	\$ 1,000,000.00
Current assets	1,391,375.85	Current liabilities	730,520.51
Unadjusted debits	41,342.14	Unadjusted credits	771,857.17
		Corporate surplus	131,219.36
Total	\$ 2,633,597.04	Total	\$ 2,633,597.04

Assets	Balance at Close of Year 1931	Liabilities	Balance at Close of Year 1931
Investment	\$ 1,623,038.30	Capital stock	\$ 1,000,000.00
Current assets	955,679.51	Current liabilities	625,690.33
Unadjusted debits	17,603.08	Unadjusted credits	839,411.20
		Corporate surplus	131,219.36
Total	\$ 2,596,320.89	Total	\$ 2,596,320.89

EQUIPMENT OWNED

	1930	1931
Equipment owned	\$ 995,143.63	\$ 998,327.19

THE PULLMAN COMPANY

OFFICERS

Title	Name	Official Address
President	D. A. Crawford	Chicago, Ill.
Secretary	J. F. Kane	Chicago, Ill.
Treasurer	H. A. Brown	Chicago, Ill.
General Solicitor	G. A. Kelly	Chicago, Ill.
General Attorney	L. M. Greenlaw	Chicago, Ill.

PROPERTY OPERATED

	1930	1931
Total length of main lines of railroads over which its cars run (miles)	130,995	130,995
Mileage in North Carolina	1,867.23	1,867.23

CAPITAL STOCK

	1930	1931
Capital stock	\$ 120,150,000.00	\$ 120,150,000.00

POSTAL TELEGRAPH CABLE COMPANY

OFFICERS

Title	Name	Address
President	C. H. Mackay	New York, N. Y.
Secretary	W. B. Dunn	New York, N. Y.
Treasurer	J. J. Cardona	New York, N. Y.

RECEIPTS IN NORTH CAROLINA

	1930	1931
Commercial telegraph tolls, interstate	\$ 258,522.26	\$ 230,013.88
Commercial telegraph tolls, intrastate	52,422.69	57,832.31
Government telegraph tolls, interstate	843.41	222.75
Government telegraph tolls, intrastate	681.37	334.44
Press telegraph tolls, interstate	5,833.87	4,010.50
Press telegraph tolls, intrastate	9,434.30	8,678.77
Stock and Commercial News	4,638.10	4,268.07
Money transfer tolls, interstate	5,398.41	4,180.22
Money transfer tolls, intrastate	562.07	466.53
Money transfer premiums, interstate	3,254.12	2,800.99

	1930	1931
Money transfer premiums, intrastate	\$ 338.81	\$ 312.61
Messenger service	7,353.84	7,451.81
Telegraph tolls on cable messages	2,670.85	3,155.83
Telephone receipts, interstate	14,001.56	9,867.08
Telephone receipts, intrastate	12,610.43	9,312.75
Rents from other operated property	2,430.14	2,260.85
Rents from leased wires		
Land tolls on radio	60.11	77.27
Miscellaneous rent income		6.49
Interest income		143.97
Miscellaneous non-operating income		103.97
Other non-transmission revenues	368.76	599.91
Telephone transmission tolls, interstate (Dr.)	8,948.53	12,275.86
Telephone transmission tolls, intrastate (Dr.)	2,031.26	3,360.18
Total revenue	\$ 370,445.31	\$ 330,464.96

EXPENSES IN NORTH CAROLINA

	1930	1931
Supervision of maintenance	\$ 2,253.85	\$ 1,467.90
Repairs of office equipment	8,000.77	6,606.35
Repairs of aerial plant	29,650.47	13,156.41
Repairs of underground plant	509.10	654.43
Repairs of buildings and grounds	20.72	5.60
Testing and regulating	265.65	9,947.14
Minor rents for property	8,729.72	10,952.46
Depreciation of plant and equipment		11,474.26
Other maintenance expenses .....		.13
Supervision of operations	38,081.64	25,163.96
Operators	110,302.64	84,556.36
Telegraph and cable office clerks	29,220.75	29,341.78
Messenger service expenses	41,291.40	37,174.32
Operating power	2,991.28	1,983.80
Rents of telegraph and cable offices	47,031.14	41,755.84
Telegraph and cable office stationery and printing	11,342.99	8,096.96
Operators' schooling	1,192.10	952.19
Rest and lunch rooms		128.18
Miscellaneous telegraph and cable office expenses	15,504.85	13,724.32
Obtaining Stock and Commercial News	144.11	140.31
Telephone Company service	650.92	820.06
Commissions	317.59	655.54
Advertising and soliciting	3,652.68	12,431.54
Traffic damages	1,042.75	995.21
Other conducting operations expenses	496.14	567.52
Salaries of general officers	368.15	532.05
Salaries of general office clerks	2,502.16	1,809.25
Expenses of general officers and clerks	225.52	221.37
General stationery and printing	124.43	145.26
Other general office supplies and expenses	1,090.37	847.69
General law expense	453.94	240.95
Insurance	928.16	1,258.82
Accidents and damages	491.55	199.08
Law expenses connected with damages	209.32	147.67

	1930	1931
Relief department and pensions.....	\$ 7,306.72	\$ 5,314.68
Miscellaneous rents.....	5,231.55	217.25
Valuation expenses.....	260.65	18.30
Amortization of franchises and patents.....		66.73
Other general expenses.....	22.86	6,972.47
Taxes assignable to operations.....	4,930.33	5,127.38
Miscellaneous rents.....		23,307.62
Other interest deductions.....		
Grand total.....	\$ 376,838.97	\$ 359,061.59

WESTERN UNION TELEGRAPH COMPANY

Organized April 1851, under Laws of New York

PRINCIPAL OFFICERS

Title	Name	Address
President.....	Newcomb Carlton.....	New York, N. Y.
Secretary and Vice-President.....	Lewis McKisick.....	New York, N. Y.
Treasurer.....	G. K. Huntington.....	New York, N. Y.

PROPERTY OPERATED

	Entire System		North Carolina	
	1930	1931	1930	1931
Number of telegraph offices.....	21,298	23,490	495	462
Miles of pole lines.....	217,458	219,298	4,243	4,228
Miles of open wire.....	1,598,818	1,525,797	30,507	30,549
Miles of cable.....	39,088	39,354	21	17
Miles of wire in cables.....	350,120	387,688	1,315	1,312

CAPITAL STOCK

	1930	1931
Capital stock.....	\$ 102,381,177.91	\$ 104,527,999.16
Plant, equipment and real estate.....	331,916,808.63	333,299,585.11
Total assets.....	388,356,131.47	378,845,562.26
Surplus.....	95,692,696.79	93,333,051.46
Gross operating revenues.....	130,581,857.98	108,736,948.85

RECEIPTS IN NORTH CAROLINA

	1930	1931
INTRASTATE:		
Commercial telegraph tolls.....	\$ 330,916.19	\$ 296,050.21
Government telegraph tolls.....	744.56	950.66
Press telegraph tolls.....	21,280.18	13,561.00
Messenger service revenues.....	9,002.11	9,565.33
Money transfer premiums and tolls.....	19,071.26	15,450.08
Miscellaneous revenues.....	7,259.76	7,225.30
Total.....	\$ 388,274.06	\$ 342,802.58
INTERSTATE:		
Commercial telegraph tolls.....	\$ 1,043,891.04	\$ 900,875.79
Government telegraph tolls.....	2,327.43	2,863.03
Press telegraph tolls.....	16,531.31	13,520.48
Money transfer premiums and tolls.....	60,977.17	49,411.89
Stock and Commercial News revenues.....	101,335.35	93,442.24
Time service revenues.....	19,432.61	18,527.07
Miscellaneous revenues.....	24,033.76	30,155.44
Total.....	\$ 1,268,528.67	\$ 1,108,795.94
Grand total.....	\$ 1,656,802.73	\$ 1,451,598.52

EXPENSES IN NORTH CAROLINA

	1930	1931
Conducting operations.....	\$ 1,177,144.79	\$ 1,016,565.84
Maintenance.....	440,801.83	411,022.70
General expenses.....	82,980.07	84,171.67
Taxes.....	22,134.77	52,076.10
Total.....	\$ 1,723,061.46	\$ 1,563,836.31

GAS, ELECTRIC LIGHT AND POWER COMPANIES

ASHEVILLE GAS COMPANY

Incorporated October 15, 1929, under the laws of Delaware.

Main Office: Asheville, N. C.

Officers: (1930-31) President, A. E. Pierce, Chicago; Vice Presidents, W. H. Wildes and D. C. McClure Chicago; Secretary, W. M. McFarland, Chicago; Treasurer, W. S. McCullough, Chicago.

Gas plant operated at Asheville, N. C.

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 1,366,899.61	Capital Stock.....	\$ 1,368,500.00
Change.....	64,433.00	Change.....	-----
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	6,396.13	Notes Payable.....	65,000.00
Change.....	12,070.56*	Change.....	65,000.00
Accounts Receivable.....	28,205.11	Accounts Payable.....	15,622.74
Change.....	28,776.39*	Change.....	6,971.15*
Interest and Dividends Received.....	-----	Consumers' Deposits.....	5,725.66
Change.....	250.00*	Change.....	3,860.16
INVENTORIES AND PREPAID EXPENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	21,386.88	Taxes Accrued.....	1,170.00
Change.....	928.48	Change.....	1,582.59*
Prepayments.....	4,104.34	Interest Accrued.....	1,405.82
Change.....	3,838.28	Change.....	1,389.22
MISCELLANEOUS ASSETS:		Miscellaneous Accrued Liabilities.....	230.32
Investments in Affiliated Companies.....	119,436.62	Change.....	73.05
Change.....	119,436.62	Advances to Affiliated Companies.....	67,718.35
Miscellaneous Suspense.....	814.92	Change.....	67,718.35
Change.....	1,626.30*	RESERVES:	
Total.....	\$ 1,547,234.61	Retirement Reserve.....	136,707.94
Change.....	145,873.70	Change.....	135,132.48
		Contributions to Extensions.....	241.35
		Change.....	241.35
		Miscellaneous Reserves.....	2,565.40
		Change.....	1,343.20
		Profit and Loss.....	117,643.97*
		Change.....	117,643.97*
Total.....	\$ 1,547,234.61	Total.....	\$ 1,547,243.61
Change.....	145,873.70	Change.....	145,873.70

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 1,379,774.48	Capital Stock.....	\$ 1,368,500.00
Change.....	12,874.87	Change.....	65,000.00†
CURRENT ASSETS:		Accounts Payable.....	7,023.29
Cash.....	4,693.65	Change.....	8,599.45†
Change.....	1,702.48†	Consumers' Deposits.....	6,293.87
Accounts Receivable.....	29,436.97	Change.....	568.21
Change.....	1,231.86	ACCRUED LIABILITIES:	
INVENTORIES AND PREPAID EXPENSES:		Taxes Accrued.....	1,586.50
Material and Supplies.....	23,392.37	Change.....	416.50
Change.....	2,005.49	Interest Accrued.....	440.20
Prepayments.....	6,327.74	Change.....	965.62*
Change.....	2,223.40	Miscellaneous Accrued Liabilities.....	
MISCELLANEOUS ASSETS:		Change.....	230.32*
Investments in Affiliated Companies.....	71,135.26	Advances to Affiliated Companies.....	67,000.00
Change.....	48,301.36†	Change.....	718.35*
Clearing and Apportionment Accounts.....	801.40	RESERVES:	
Change.....	13.52†	Retirement Reserve.....	140,897.22
Work in Progress.....	9,718.52	Change.....	4,189.28
Change.....	9,718.52	Contribution to Extensions.....	305.15
		Change.....	63.80
		Contingency Reserve.....	1,140.00
		Change.....	1,140.00
		Miscellaneous Reserves.....	4,270.71
		Change.....	1,705.31
		Loss.....	72,176.55†
		Change.....	45,467.42
Total.....	\$ 1,525,280.39	Total.....	\$ 1,525,280.39
Change.....	21,963.21†	Change.....	21,963.22*

†In Red.

*Increase.

OPERATING REVENUE AND EXPENSES

	1930	1931
Operating Revenue.....	\$ 146,626.58	\$ 141,074.23
Operating Expenses*.....	88,116.03	78,487.47

*Exclusive of taxes and depreciation.

STATISTICS

	1930	1931
Coal gas benches, number.....	6	6
Coal gas benches, capacity (M.C.F.)	480	480
Coal gas manufactured (M.C.F.).....	100,154.6	103,664.5
Sales to consumers (M.C.F.).....	91,266.5	91,949
Gas used by company (M.C.F.).....	136.4	164.4
Gas unaccounted for (M.C.F.).....	8,738.9	11,551.1
Coal carbonized, tons.....	8,342	8,131.15
Average cost coal, per ton.....	\$ 4.44	\$ 4.325
Coke produced, tons.....	5,422	5,082.14
Average value coke, per ton.....	\$ 5.50	\$ 5.50
Tar produced, gallons.....	83,420	100,460
Average value tar, costs.....		4
Miles mains.....	66.78	67.35
Customers, number.....	2,661	2,675

CALDWELL POWER COMPANY

Incorporated July 28, 1921, under the Laws of North Carolina.

Main office: Lenoir, N. C.

Officers (1930-31): President, E. C. Marshall, Charlotte, Vice President, R. L. Peterman, Charlotte, Secretary-Treasurer, D. G. Calder, Charlotte.

TOWNS AND CITIES SERVED WITH ELECTRICITY

Retail: Lenoir, Granite Falls.

OPERATING REVENUE AND EXPENSES

	1930	1931
Operating revenue.....	\$ 284,919.65	\$ 303,695.08
Operating expenses*.....	213,833.66	227,409.20

*Exclusive of taxes, etc.

ASSETS AND LIABILITIES—1930

Assets	Balance December 31, 1930	Liabilities	Balance, December 31, 1930
Investment in Plant and Property	\$ 308,591.37	Capital Stock Outstanding.....	\$ 200,000.00
Current Miscellaneous Assets.....	167,119.73	Current Miscellaneous Liabilities.....	275,711.10
Total.....	\$ 475,711.10	Total.....	\$ 475,711.10

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 34,327.55	Capital Stock.....	\$ 200,000.00
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	13,926.14	Accounts Payable.....	16,018.60
Loans.....	140,000.00	Consumers' Deposits.....	4,349.39
Accounts Receivable.....	75,508.39	ACCRUED LIABILITIES:	
INVENTORIES AND PREPAID EXPENSES:		Taxes Accrued.....	9,561.24
Material and Supplies.....	5,181.69	RESERVES:	
Prepayments.....	519.71	Retirement Reserve.....	92,193.88
		Contribution to Extensions.....	1,500.00
		Profit and Loss-Surplus.....	225,840.37
Total.....	\$ 549,463.48	Total.....	\$ 549,463.48

STATISTICS

	1930	1931
Current generated.....		
Current purchased.....	17,167,000	18,237,000
Current generated and purchased.....	17,167,000	18,237,000
Current sold.....	14,968,250	16,140,628
Current used by company.....	12,401	16,880
Current unaccounted for.....	2,186,349	2,079,492
Total.....	17,167,000	18,237,000
Number customers.....	1,425	

CAROLINA CENTRAL GAS COMPANY

Incorporated January 6, 1930, under the laws of North Carolina.

Main office: Hendersonville, N. C.

Officers (1930-31): President, Byron T. Gifford, Chicago; Secretary, J. H. Wendel, Chicago; Treasurer, E. H. Reed, Chicago; General Manager, R. P. Freeze, Hendersonville, N. C.

Gas plant operated at Hendersonville, N. C.

OPERATING REVENUE AND EXPENSES

	1930	1931
Operating revenue.....	\$ 7,717.89	\$ 11,020.57
*Operating expenses.....	7,837.25	8,297.02
Merchandise and jobbing revenue, net.....	3,263.52	(less) 72.35

*Exclusive of taxes, etc.

STATISTICS

	1930	1931
Water gas sets, number.....	1	1
Water gas sets, capacity (M.C.F.).....	360	360
Holder capacity (M. C. F.).....	33	33
Gas produced (M.C.F.).....	6,162.7	6,898.8
Sales to consumers (M.C.F.).....	4,426.2	5,974.5
Used by the company (M.C.F.).....	1,515.8	393.1
Unaccounted for (M.C.F.).....	190.7	531.2
Oil used, gallons.....	32,796	36,387
Cost of oil, gallon (cents).....	5.5	8.5
Mains, miles of.....	22.5	23
Customers, number.....	239	194

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 111,112.50	Capital Stock.....	\$ 43,500.00
		Long Term Debt.....	60,000.00
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	188.89	Notes Payable.....	1,692.09
Notes Receivable.....	82.50	Accounts Payable.....	11,633.69
Accounts Receivable.....	11,215.70	Consumers' Deposits.....	625.00
Unbilled Service.....	50.00	Dividends Declared.....	3.29
INVENTORIES AND PREPAID EX- PENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	6,075.94	Taxes Accrued.....	294.00
Prepayments.....	671.45	Interest Accrued.....	950.76
Miscellaneous Current Assets.....	360.00	Miscellaneous Accrued Liabilities	1,030.37
		Advances to Affiliated Companies	17,954.71
SUSPENSE:		RESERVES:	
Unamortized Debt Expense.....	8,917.24	Retirement Reserve.....	1,060.43
Miscellaneous Suspense.....	1,289.19	Miscellaneous Reserves.....	158.77
		Miscellaneous Unadjusted	
		Credits.....	625.33
		Profit-Surplus.....	434.94
Total.....	\$ 139,963.41	Total.....	\$ 139,963.41

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 118,125.07	Capital Stock.....	\$ 42,900.00
Change.....	7,012.57	Change.....	200.00*
CURRENT ASSETS:		Capital Stock Subscribed.....	100.00
Cash.....	110.57	Change.....	300.00*
Change.....	78.32*	Long Term Debt.....	60,000.00
Notes Receivable.....	432.91	CURRENT LIABILITIES:	
Change.....	350.41	Notes Payable.....	1,692.09
Accounts Receivable.....	4,948.08	Accounts Payable.....	9,876.97
Change.....	6,317.62*	Change.....	1,756.72*
INVENTORIES AND PREPAID EXPENSES:		Consumers' Deposits.....	343.40
Material and Supplies.....	6,072.08	Change.....	281.60*
Change.....	3.86*	Dividends Declared.....	
Prepayments.....	352.66	Change.....	3.29*
Change.....	318.79*	ACCRUED LIABILITIES:	
Miscellaneous Current Assets.....	90.00	Taxes Accrued.....	399.35
Change.....	270.00*	Change.....	105.35
MISCELLANEOUS ASSETS:		Interest Accrued.....	1,049.46
Special Deposits.....	325.20	Change.....	98.70
Change.....	325.20	Miscellaneous Accrued Liabilities.....	1,144.22
SUSPENSE:		Change.....	113.85
Unamortized Debt Expense.....	9,075.04	Advances to Affiliated Companies.....	19,802.91
Change.....	157.80	Change.....	1,848.20
Miscellaneous Suspense.....	1,595.22	RESERVES:	
Change.....	306.03	Retirement Reserve.....	2,969.39
		Change.....	1,908.96
		Miscellaneous Reserves.....	25.01
		Change.....	133.76*
		Miscellaneous Unadjusted Credits.....	571.84
		Change.....	53.49*
		Profit and Loss-Surplus.....	252.19
		Change.....	182.78*
Total.....	\$ 141,126.83	Total.....	\$ 141,126.83
Change.....	1,163.42	Change.....	1,163.42

*Decrease.

CAROLINA POWER AND LIGHT COMPANY

Incorporated April 6, 1926, under general laws of North Carolina.

Main office: 5 West Hargett Street, Raleigh, N. C.

Officers: (1930-31) President, B. S. Jerman, Raleigh; Vice President, P. A. Tillery, Raleigh; Secretary E. P. Summerson, New York; Treasurer, A. C. Ray, New York; Assistant Secretary and Treasurer, C. J. Curry, Raleigh.

TOWNS AND CITIES SERVED WITH ELECTRICITY, RETAIL

(1930): North Carolina: Aberdeen, Alma, Angier, Ansonville, Arden, Asheboro, Asheville, Auburn, Autryville, Bahama, Bald Creek, Balsam, Barnardsville, Biscoe, Black Mountain, Bladenboro, Bonlee, Bonsall, Brickton, Broadway, Buie's Creek, Bunn, Bynum, Cameron, Candler, Candor, Canton, Carpenter, Carthage, Cary, Castalia, Clinton, Clyde, Coats, Craggy, Democrat, Dunn, Ellerbe, Enka, Ether, Eureka, Fairmont, Fairview, Falcon, Fletcher, Four Oaks, Franklinton, Franklinville, Fuquay Springs, Garner, Gibson, Godwin, Goldsboro, Goldston, Gulf, Hamlet, Haywood, Hazelwood, Helena, Hemp, Henderson, Hoffman, Holly Springs, Hope Mills, Hot Springs, Inanda, Jackson Springs, Jonesboro, Jupiter, Kenly, Kittrell, Knightdale, Lake Junaluska, Lakeview, Leasburg, Ledger, Leicester, Liberty, Lilesville, Lillington, Littleton, Lumber Bridge, Macon, Manly, Marston, Maxton, Merry Oaks, Micro, Milton, Momeyer, Moncure, Morrisville, Morven, Mt. Gilead, Mt. Olive, Mt. Vernon Nashville, New Hill, Niagara, Norlina, Orrum, Oxford, Parkton, Peachland, Pembroke, Pinebluff, Pine Level, Pittsboro, Plumbtree, Polkton, Princeton, Proctorville, Raeford, Raleigh, Ramseur, Red Oak, Ridgeway, Rockingham, Rolesville, Roseboro, Rougemont, Rowland, Roxboro, Salemburg, Sanford, Seagrove, Semora, Siler City, Skyland, Southern Pines, Spring Hope, Spruce Pine, Staley, Star, Stedman, Stem, Stockville, Stovall, Swannanoa, Swiss, St. Pauls, Troy, Vander, Vass, Vaughan, Wade, Wadesboro, Wagram, Warren Plains, Warrenton, Weaverville, Wendell, West End, Wilsons Mills, Wise, Woodfin, Yanceyville, Youngsville, Zebulon.

South Carolina: Andrews, Bethune, Bishopville, Blaney, Cades, Cheraw, Chesterfield, Clio, Darlington, Dillon, Dovesville, Elliott, Florence, Greeleyville, Hartsville, Hemingway, Jefferson, Johnsonville, Kingstree, Lake City, Lakeview, Lamar, Lane, Latta, Little Rock, Lugoff, Lynchburg, Manning, Marion, Mayesville, Mullins, McBee, McColl, Mt. Groghan, Nichols, Olanto, Pageland, Pamplico, Paxville, Pinewood, Ruby, Scranton, Society Hill, Summertown, Sumter, Tatum, Timmons ville, 1931, North Carolina: Additions, Bailey, Johns, Middlesex.

South Carolina: Addition, Blenheim.

CITIES IN WHICH STREET RAILWAYS ARE OPERATED

Asheville, Raleigh.

OPERATING REVENUE AND EXPENSES

	Electric Department	
	1930	1931
Operating revenue, current	\$ 8,483,746.10	\$ 9,375,442.16
merchandise	16,566.38*	29,350.65
miscellaneous	19,187.04	32,223.94
Operating expenses	2,775,323.32†	3,652,913.01†
Street Railway Department		
Operating revenue	\$ 440,653.87	\$ 384,333.36
Operating expenses	317,922.30†	305,638.30†

*Deficit.

†Exclusive of taxes, etc.

OPERATING REVENUE AND EXPENSES—NORTH CAROLINA
Electric Department

	1930	1931
OPERATING REVENUE:		
Current.....	\$ 6,773,739.15	\$ 7,615,801.74
Merchandise and jobbing.....	18,270.12*	18,434.58
Miscellaneous.....	15,412.28	20,434.58
Total.....	\$ 6,770,881.31	\$ 7,654,252.12
Operating expenses.....	\$ 3,009,236.15†	\$ 3,009,516.35†

*Deficit.

†Exclusive of taxes, etc.

STATISTICS—NORTH CAROLINA
Electric

	1930	1931
PLANTS, CAPACITY:		
Hydro.....	206,300	206,300
Steam.....	46,750	46,750
Total.....	253,050	253,050
CURRENT:		
GENERATED:		
Hydro.....	366,930,040	521,459,820
Steam.....	56,755,770	-----
Total.....	423,664,740	521,459,820
Purchased and received.....	82,718,703	8,921,444
Imported.....	-----	117,513,226
Total.....	506,383,443	647,894,490
Used by company.....	956,400	898,072
Unaccounted for.....	109,281,385	120,154,850
Sold.....	383,083,814	526,841,568
Exported.....	13,061,844	-----
Total.....	506,383,443	647,894,490
Customers, number.....	51,370	50,676

Street Railway

	Asheville		Raleigh	
	1930	1931	1930	1931
Operating revenue	\$ 291,397.52	\$ 251,616.23	\$ 149,256.35	\$ 132,717.13
Operating expenses	204,252.68	191,582.24	113,669.62	114,056.06
Kwhrs purchased	3,736,495	3,410,840	1,570,140	1,590,560
Rotary converters	4	4	2	2
Converters capacity (KW)	1,400	1,400	1,000	1,000
Hours operated	6,500	6,800	6,500	6,700
Passengers carried	5,031,519	4,249,579	1,886,997	1,673,678
Cars operated, average	28	28	13	13
Car miles operated	1,438,372	1,274,601	731,954	733,939
Cars owned, passenger	36	36	32	25
Cars owned, freight and express	8	8	2	3
Cars owned, total	44	44	34	28
Track, miles, route	17.29	15.72	11.61	11.61
Track miles, total	20.79	18.83	14.46	14.32
Fare, average (cents)		5.87		7.58
Busses (operated in connection with railway)				
Owned, number			3	3
Seating capacity			63	63
Operated, average number			1	1
Seating capacity, daily average			21	21
Length route, miles			1.5	1.5
Car miles operated			45,733	43,571
Passengers carried			77,232	60,725
Fare, average (cents)			7.25	7.19

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 19.0
Fixed Capital.....	\$ 94,663,178.30	Capital Stock.....	\$ 43,473,041.62
Change.....	16,146,051.88	Capital Stock Subscribed.....	33,150.00
		Change.....	33,150.00
CURRENT ASSETS:		Long Term Debt.....	46,597,360.00
Cash.....	1,226,217.51	Change.....	345,640.00*
Change.....	5,002,793.03*		
Notes Receivable.....	1,091,576.78	CURRENT LIABILITIES:	
Change.....	2,618,461.21*	Accounts Payable.....	51,053.64
Accounts Receivable.....	1,340,523.93	Change.....	49,857.18*
Change.....	275,621.87	Consumers' Deposits.....	155,741.72
Interest and Dividends Received ..	104.73	Change.....	19,937.33*
Change.....	105.45*	Consumers' Extension Deposit ..	45,772.82
		Change.....	772.82*
INVENTORIES AND PREPAID EX- PENSES:		Dividends Declared.....	422,106.75
Material and Supplies.....	768,428.81	Change.....	128,135.00*
Change.....	144,000.43	Miscellaneous Current Liabilities..	1,563.50
Prepayments.....	19,416.89	Change.....	16,404.80*
Change.....	902.93		
Miscellaneous Current Assets	33,864.25	ACCRUED LIABILITIES:	
Change.....	14.75	Taxes Accrued.....	766,490.05
		Change.....	262,587.11*
MISCELLANEOUS ASSETS:		Interest Accrued	622,833.44
Investments in Affiliated Com- panies.....	1.00	Change.....	9,930.50*
Change.....	1.00*	Miscellaneous Accrued Liabilities	39,163.69
Miscellaneous Investments.....	58,271.98	Change.....	35,360.51
Change.....	7,563.98		
Sinking Funds.....	3,819.11	RESERVES:	
Change.....	3,819.11	Retirement Reserve.....	3,793,134.09
Special Deposits.....	10,975.00	Change.....	463,525.64
Change.....	600.00	Casualty and Insurance Reserves	136,841.39
		Change.....	1,920.18
SUSPENSE:		Contribution to Extensions.....	8,667.26
Unamortized Debt Expense.....	847,952.63	Change.....	3,954.19
Change.....	6,816.41*	Contingency Reserve.....	72,823.00
Clearing and Apportioned Ac- counts.....	44,474.01	Change.....	18,430.84*
Change.....	27,348.70	Miscellaneous Reserves.....	515,594.54
Work in Progress.....	3,026,073.08	Change.....	124,698.43
Change.....	8,698,514.84*	Miscellaneous Unadjusted Credits	94,999.47
Miscellaneous Suspense.....	144,710.35	Change.....	41,850.93
Change.....	34,439.92	Profit and Loss-Surplus.....	6,690,867.19
		Change.....	157,041.02
ADJUSTMENT ACCOUNTS:			
Reacquired Securities Stock.....	125,625.81		
Change.....	56,868.81		
Treasury Securities Bonds.....	106,000.00		
Total.....	\$103,511,214.17	Total.....	\$103,511,214.17
Change.....	9,805.32	Change.....	9,805.32

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 97,813,865.46	Capital Stock.....	\$ 43,473,041.62
Change.....	3,150,687.16	Capital Stock Subscribed.....	129,438.00
		Change.....	96,288.00
CURRENT ASSETS:		Long Term Debt.....	46,553,260.00
Cash.....	1,515,222.07	Change.....	61,900.00
Change.....	289,004.56	Accounts Payable.....	176,910.81
Notes Receivable.....	17,896.39	Change.....	117,976.92
Change.....	604,973.25*	Consumers' Deposits.....	184,760.68
Accounts Receivable.....	1,609,394.53	Change.....	16,753.86*
Change.....	183,934.72	Dividends Declared.....	314,656.75
Interest and Dividends Received.....	57.96	Change.....	99,569.75*
Change.....	46.77*	Miscellaneous Current Liabilities.....	1,515.25
		Change.....	53.25*
INVENTORIES AND PREPAID EXPENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	784,004.39	Taxes Accrued.....	814,454.35
Change.....	15,575.58	Change.....	47,964.30
Prepayments.....	64,716.65	Interest Accrued.....	626,274.65
Change.....	25,449.71*	Change.....	3,441.21
Miscellaneous Current Assets.....	142,660.01	Miscellaneous Accrued Liabilities.....	100,637.11
Change.....	108,795.76	Change.....	61,468.42
MISCELLANEOUS ASSETS:		RESERVES:	
Investments in Affiliated Companies.....	1.00	Retirement Reserve.....	4,118,211.37
Miscellaneous Investments.....	141,169.67	Change.....	325,077.28
Change.....	82,297.69	Casualty and Insurance Reserves.....	182,586.99
Sinking Funds.....		Change.....	45,745.60
Change.....	3,819.11*	Contribution to Extensions.....	10,508.24
SUSPENSE:		Change.....	1,840.98
Unamortized Debt Expense.....	810,406.55	Contingency Reserve.....	112,518.29
Change.....	37,546.08*	Miscellaneous Reserves.....	451,746.54
Work in Progress.....	603,141.06	Change.....	24,152.71*
Change.....	2,891,639.16	Miscellaneous Unadjusted Credits.....	31,660.90
Miscellaneous Deferred Debits.....	16,535.06	Change.....	63,589.57*
Change.....	27,938.95	Profit and Loss-Surplus.....	6,329,277.83
ADJUSTMENT ACCOUNTS:		Change.....	351,589.36*
Reacquired Securities.....	92,488.58		
Change.....	33,137.23*		
Total.....	\$103,611,459.38	Total.....	\$103,611,459.38
Change.....	206,245.21	Change.....	206,245.21

*Decrease.

CONCORD AND KANNAPOLIS GAS COMPANY

Incorporated April 28, 1917, under Laws of North Carolina.

Main office: Concord, N. C.

Officers (1930-31): President, A. E. Peirce, Vice President, W. H. Wildes, Treasurer, W. S. McCullough; Secretary, W. M. McFarland, all of Chicago.

Gas plants operated at Concord and Kannapolis.

OPERATING REVENUE AND EXPENSES

	1930	1931
OPERATING REVENUE:		
Gas.....	\$ 49,336.78	\$ 47,130.84
Merchandise and jobbing.....	803.05	821.06*
Total.....	\$ 50,139.83	\$ 46,309.78
Operating expenses.....	25,901.10†	28,251.51†

*Deficit.

†Exclusive of taxes, etc.

STATISTICS

	1930	1931
Coal gas benches, number.....	2	2
Coal gas benches, capacity (M.C.F.).....	120	120
Water gas sets, number.....	1	1
Water gas sets, capacity (M.C.F.).....	100	96
Holder, capacity (M.C.F.).....	70	40
Gas manufactured:		
Coal gas (M.C.F.).....	28,715.5	28,495.9
Water gas (M.C.F.).....	774	1,117.0
Total.....	29,489.5	29,612.9
Sales to consumers.....	23,974.3	22,867.7
Used by the company.....	370.7	359.1
Unaccounted for.....	5,144.5	6,386.1
Coal carbonized, tons.....	1,933	1,959
Oil used, gallons.....	2,712	2,870
Cost of coal, average, per ton.....	\$5.02	\$4.87
Cost of oil, average, per gallon (cents).....	6.85	6.33
Coke produced, tons.....	1,388	1,365
Coke, value, per ton.....	\$6	\$6
Tar produced, gallons.....	21,815	19,590
Mains, miles.....	30	30
Customers, number.....	915	888

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 232,196.77	Capital Stock.....	\$ 150,000.00
Change.....	100.51		
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	3,963.47	Accounts Payable.....	2,370.50
Change.....	2,979.88*	Change.....	168.54
Accounts Receivable.....	12,020.03	Consumers' Deposits.....	160.00
Change.....	322.68	Change.....	12.00*
INVENTORIES AND PREPAID EX- PENSE:		ACCRUED LIABILITIES:	
Material and Supplies.....	4,131.69	Taxes Accrued.....	450.47
Change.....	1,266.69*	Change.....	449.53*
Prepayments.....	335.77	Advances to Affiliated Companies	180.51
Change.....	48.54*	Change.....	91.58
MISCELLANEOUS ASSETS:		RESERVES:	
Investments in Affiliated Com- panies.....	28,100.00	Retirement Reserve.....	59,866.58
Change.....	22,157.88	Change.....	1,614.00*
		Miscellaneous Reserves.....	2,102.93
SUSPENSE:		Change.....	1,114.01
Miscellaneous Suspense.....	122.46	Profit and Loss—Surplus.....	65,739.20
Change.....	183.60*	Change.....	18,803.99
Total.....	\$ 280,870.19	Total.....	\$ 280,870.19
Change.....	18,102.59	Change.....	18,102.59

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 234,063.46	Capital Stock.....	\$ 150,000.00
Change.....	1,866.69		
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	1,116.40	Accounts Payable.....	1,086.89
Change.....	2,847.07*	Change.....	1,283.61*
Accounts Receivable.....	10,760.39	Consumers' Deposits.....	157.28
Change.....	1,259.64*	Change.....	2.72*
INVENTORIES AND PREPAID EX- PENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	5,187.79	Taxes Accrued.....	337.26
Change.....	1,056.10	Change.....	113.21*
Prepayments.....	131.05	Advances to Affiliated Companies	130.60
Change.....	204.72*	Change.....	49.91*
MISCELLANEOUS ASSETS:		RESERVES:	
Investments in Affiliated Com- panies.....	41,710.99	Retirement Reserve.....	62,265.33
Change.....	13,610.99	Change.....	2,398.75
		Casualty and Insurance Reserves	17.38
		Change.....	17.38
		Miscellaneous Reserves.....	1,415.22
		Change.....	687.71*
SUSPENSE:		Profit and Loss—Surplus.....	77,974.82
Clearing and Apportionment Ac- counts.....		Change.....	12,235.62
Change.....	122.46*		
Work in Progress.....	414.70		
Change.....	414.70		
Total.....	\$ 293,384.78	Total.....	\$ 293,384.78
Change.....	12,514.59	Change.....	12,514.59

*Decrease.

DUKE POWER COMPANY

Incorporated May 1, 1917, under the Laws of New Jersey.

Main office: Charlotte, N. C.

Officers, 1930-31: President, G. G. Allen, New York; Vice-Presidents, W. R. Perkins, New York, W. S. Lee, Charlotte, N. A. Coker, Charlotte, C. I. Burkeholder, Charlotte, W. S. Lee, Charlotte; Secretary and Treasurer, W. C. Parker, New York.

TOWNS AND CITIES SERVED WITH ELECTRICITY, WHOLESALE

1930: Albemarle, Benton Heights, Cherryville, Concord, Cornelius, Dallas, Davidson, Forest City, Gastonia, Granite Falls, Huntersville, Kings Mountain, Landis, Lexington, Lincolnton, Maiden, Monroe, Newton, Rutherfordton, Shelby, Statesville, Spindale, N. C.; South Carolina points: Abbeville, Clinton, Donalds, Due West, Easley, Greenwood, Greer, Newberry, Ninety Six, Prosperity, Rock Hill, Seneca, Westminster.

1931: Same with elimination of Rutherfordton, Spindale and Abbeville.

OPERATING REVENUE AND EXPENSES

Electric Division

	1930	1931
Operating revenue.....	\$ 16,043,540.32	\$ 16,399,817.84
Operating expenses*.....	8,686,423.49	9,113,888.45

*Exclusive of uncollectible, taxes, etc.

STATISTICS—ELECTRIC

	1930	1931
PLANTS, CAPACITY:		
Hydro.....	483,759	483,459
Steam.....	285,400	271,800
CURRENT:		
Generated:		
Hydro.....	1,116,848,700	1,055,446,460
Steam.....	348,647,000	302,883,000
Total.....	1,465,495,700	1,358,329,460
Purchased and received.....	226,942,546	344,084,161
Used by company.....	60,359,162	60,730,781
Unaccounted for.....	230,136,833	223,677,942
Sold.....	1,401,942,250	1,418,004,898
Customers, number.....	754	604

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$121,775,376.05	Capital Stock.....	\$101,299,596.50
Change.....	1,594,795.18	Change.....	1,980,486.20
CURRENT ASSETS:		Long Term Debt.....	40,232,000.00
Cash.....	3,254,217.86	Change.....	6,810,000.00*
Change.....	1,118,728.83	CURRENT LIABILITIES:	
Notes Receivable.....	93,813.64	Accounts Payable.....	924,721.25
Change.....	85,672.37*	Change.....	461,137.50*
Accounts Receivable.....	5,786,568.25	Dividends Declared.....	1,267,717.75
Change.....	1,589,368.89*	Change.....	1,955,731.20*
Interest and Dividends Received.....	361,344.41	ACCRUED LIABILITIES:	
Change.....	6,495.79	Taxes Accrued.....	1,254,313.44
INVENTORIES AND PREPAID EXPENSES:		Change.....	100,272.70*
Material and Supplies.....	1,372,779.70	Interest Accrued.....	152,030.00
Change.....	13,056.19*	Change.....	116,666.67
Prepayments.....	73,548.56	Advances to Affiliated Companies	233,500.00
Change.....	19,050.38	Change.....	129,253.73*
MISCELLANEOUS ASSETS:		RESERVES:	
Investments in Affiliated Companies.....	34,771,927.50	Retirement Reserve.....	17,766,364.27
Change.....	29,562.50	Change.....	3,471,540.82
Miscellaneous Investments.....	3,933,965.70	Casualty and Insurance Reserves.....	470,394.75
Change.....	2,462,122.63*	Change.....	40,018.09
Sinking Funds.....	28,714.77	Miscellaneous Reserves.....	364,622.45
Change.....	4,306.24	Change.....	364,622.45
SUSPENSE:		Miscellaneous Unadjusted Credits	27.78
Unamortized Debt Expense.....	1,876,065.96	Change.....	10,860.76*
Change.....	22,198.59*	Profit and Loss—Surplus.....	10,029,012.23
Work in Progress.....	39,978.02	Change.....	126,295.61
Change.....	35,978.02		
Total.....	\$173,364,300.42	Total.....	\$173,364,300.42
Change.....	3,600,959.39*	Change.....	3,600,959.39*

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$122,476,699.62	Capital Stock.....	\$101,299,697.70
Change.....	256,323.57	Change.....	101.20
CURRENT ASSETS:		Long Term Debt.....	40,189,500.00
Cash.....	2,988,859.10	Change.....	26,000.00*
Change.....	565,358.76*	CURRENT LIABILITIES:	
Notes Receivable.....	113,480.65	Accounts Payable.....	843,171.84
Change.....	32,867.01	Change.....	103,450.59
Accounts Receivable.....	1,523,535.37	Matured Interest Unpaid.....	151,617.50
Change.....	1,117.35	Change.....	412.50*
Interest and Dividends Received.....	415,466.50	Dividends Declared.....	1,267,719.00
Change.....	54,122.09	Change.....	1.25
Marketable Securities.....	6,757,118.52	ACCRUED LIABILITIES:	
Inventories and Prepaid Expenses.....	2,828,573.45	Taxes Accrued.....	1,335,310.79
Material and Supplies.....	1,216,940.46	Change.....	80,997.35
Change.....	155,839.24*	Advances to Affiliated Companies.....	307,500.00
Prepayments.....	49,929.40	Change.....	74,000.00
Change.....	5,928.78	RESERVES:	
MISCELLANEOUS ASSETS:		Retirement Reserve.....	21,174,119.27
Investments in Affiliated Companies.....	39,489,818.07	Change.....	3,407,755.00
Change.....	757,040.34	Casualty and Insurance Reserves.....	510,238.10
Miscellaneous Investments.....	16,212.58	Change.....	39,843.35
Change.....	10,791.95	Miscellaneous Reserves.....	370,510.34
Sinking Funds.....	32,542.95	Change.....	5,887.89
Change.....	3,828.18	Miscellaneous Unadjusted Credits.....	71.41
SUSPENSE:		Change.....	43.63
Unamortized Debt Expense.....	1,825,247.04	Profit and Loss—Surplus.....	9,459,233.73
Change.....	50,818.92	Change.....	569,778.50*
Work in Progress.....			
Change.....	35,978.02		
Miscellaneous Suspense.....	2,839.42		
Change.....	26,708.52		
Total.....	\$176,908,689.68	Total.....	\$176,908,689.68
Change.....		Change.....	3,115,889.26

*Decrease.

DURHAM GAS COMPANY

Incorporated January 4, 1928, under Laws of Maryland.

Main office: Durham, N. C.

Officers (1930-31): President, A. E. Peirce, Chicago; Vice-President, Wm. H. Wildes, Chicago; Treasurer, W. S. McCullough, Chicago; Secretary, W. M. McFarland, Chicago.

1930: Gas plant operated at Durham, N. C.

1931: Gas plants operated at Durham and Chapel Hill, N. C.

OPERATING REVENUE AND EXPENSES

	1930	1931
OPERATING REVENUE:		
Gas.....	\$ 173,546.09	\$ 181,543.22
Merchandise (net).....		567.45*
Miscellaneous.....		8.74
	\$ 173,546.09	\$ 180,984.51
Operating expenses.....	92,196.60	103,835.04

*Deficit.

STATISTICS

	1930	1931
COAL GAS BENCHES:		
Number.....	5	5
Capacity (M.C.F.).....	300	350
WATER GAS SETS:		
Number.....	1	1
Capacity (M.C.F.).....	1,000	700
Holder capacity (M.C.F.).....	240	240
Coal gas produced.....	104,416	123,378.9
Water gas produced.....	20,720	15,122.5
Total.....	125,136	138,501.4
Used by company.....	427	365
Unaccounted for.....	16,358	20,236.7
Sold.....	108,351	117,899.7
Coal carbonized, tons.....	8,206	9,948.48
Coal cost, average, per ton.....	\$5.35	\$5.01
Oil used, gallons.....	60,718	44,157
Oil cost, average, per gallon (cents).....	6.67	6.2
Coke produced, tons.....	5,333	6,194.68
Coke, average value, per ton.....		\$5.15
Tar produced, gallons.....	104,544	119,381
Tar, average value, per gallon (cents).....		3.8
Mains, miles.....	63.458	71.76
Customers, number.....	3,013	2,874

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$1,054,961.08	Capital Stock.....	\$ 80,000.00
Change.....	164,703.72	Change.....	
CURRENT ASSETS:		Long Term Debt.....	800,000.00
Cash.....	4,002.92	Change.....	
Change.....	14,821.13*	CURRENT LIABILITIES:	
Accounts Receivable.....	79,399.08	Notes Payable.....	75,000.00
Change.....	1,666.94	Change.....	75,000.00
Interest and Dividends Received.....	1,223.00	Accounts Payable.....	15,080.67
Change.....	1,148.00	Change.....	9,423.17
INVENTORIES AND PREPAID EXPENSES:		Consumers' Deposits.....	10,835.40
Material and Supplies.....	16,080.60	Change.....	1,256.58
Change.....	972.06*	ACCRUED LIABILITIES:	
Prepayments.....	4,971.52	Taxes Accrued.....	4,506.62
Change.....	1,055.89	Change.....	500.68
Miscellaneous Current Assets.....		Interest Accrued.....	2,055.13
Change.....		Change.....	35,676.80*
MISCELLANEOUS ASSETS:		Miscellaneous Accrued Liabilities.....	791.17
Investments in Affiliated Companies.....	82,243.08	Change.....	791.17
Change.....	82,243.08	Advances to Affiliated Companies.....	234,521.26
Special Deposits.....	75.00	Change.....	178,521.26
Change.....	75.00	RESERVES:	
Total.....	\$ 1,242,956.29	Retirement Reserve.....	13,481.86
Change.....		Change.....	7,561.60
		Miscellaneous Reserves.....	11,163.50
		Change.....	138.04
		Loss.....	4,479.32
		Change.....	3,065.36
Total.....	\$ 1,242,956.29	Total.....	\$ 1,242,956.29
Change.....		Change.....	234,450.34

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 1,066,118.61	Capital Stock.....	\$ 80,000.00
Change.....	11,157.53	Change.....	
CURRENT ASSETS:		Long Term Debt.....	800,000.00
Cash.....	9,573.89	Change.....	
Change.....	5,570.96	CURRENT LIABILITIES:	
Accounts Receivable.....	64,295.21	Notes payable.....	
Change.....	15,103.87*	Change.....	75,000.00*
Interest and Dividends Receivable.....		Accounts Payable.....	7,843.94
Change.....	1,223.00*	Change.....	7,236.73
INVENTORIES AND PREPAID EX- PENSES:		Consumers' Deposits.....	11,592.05
Material and Supplies.....	17,366.68	Change.....	756.65
Change.....	1,286.08	ACCRUED LIABILITIES:	
Prepayments.....	8,709.94	Taxes accrued.....	
Change.....	3,738.42	Change.....	4,506.62*
Special Deposits.....	65.00	Interest Accrued.....	6,475.33
Change.....	10.00*	Change.....	4,420.20
SUSPENSE:		Miscellaneous Accrued Liabilities.....	120.00
Clearing and Apportionment Ac- counts.....	68.85	Change.....	671.17*
Change.....	68.85	Advances to Affiliated Companies.....	261,453.45
Work in Progress.....	16,634.65	Change.....	26,932.19
Change.....	16,634.65	RESERVES:	
Total.....	\$ 1,182,832.83	Retirement Reserve.....	84,157.91
Change.....		Change.....	70,676.05
		Miscellaneous Reserves.....	14,418.69
		Change.....	3,255.19
		Profit and Loss—Surplus.....	83,228.54*
		Change.....	78,749.22
Total.....	\$ 1,182,832.83	Total.....	\$ 1,182,832.83
Change.....		Change.....	60,123.46*

*Decrease.

DURHAM PUBLIC SERVICE COMPANY

Incorporated February 1, 1901, under the Laws of North Carolina.

Main office: Durham, N. C.

Officers, 1930-31: Henry L. Doherty, President, New York; R. L. Lindsay, Vice-President and General Manager, Durham; A. W. Grady, Secretary and Treasurer, Durham.

Towns and Cities served with electricity: Durham.

Street railway operated: Durham.

OPERATING REVENUE AND EXPENSES

Electric Department

	1930	1931
Operating revenues.....	\$ 715,466.23	\$ 723,727.44
*Operating expenses.....	427,564.33	409,374.65

Street Railway Department

	1930	1931
Operating revenues.....	\$ 221,537.76	\$ 206,320.23
*Operating expenses.....	202,603.30	163,979.90

STATISTICS—ELECTRIC

	1930	1931
PLANTS, CAPACITY:		
Steam (K.W.).....	3,100	3,100
CURRENT:		
Generated (K.W.H.).....	13,580	330
Purchased and received (K.W.H.).....	20,036,000	20,128,000
Used by the company (K.W.H.).....	1,696,117	1,382,403
Unaccounted for (K.W.H.).....	2,471,145	2,273,149
Sold (K.W.H.).....	15,882,318	16,472,778
Customers, number.....	8,848	9,107

STATISTICS—STREET RAILWAY

	1930	1931
Rotary converters.....	2	2
Rotary converters capacity.....	600	600
Hours operated.....	6,566	
Passengers carried.....	2,553,429	
Cars operated, average number.....	5	
Car miles operated.....	1,033,603	
Cars owned, passenger.....	12	4
Cars owned, freight and express.....		
Cars owned, total.....	12	4
Track, miles, route.....	3.89	3.89
Track, miles, total.....	3.89	3.89
Average fare.....		

	1930	1931
Busses (operated in connection with Street Railway):		
Owned.....	20	23
Seating capacity.....	75	591
Operated, average number.....	18	18
Operated average daily seating capacity.....	414	450
Length of route, miles.....	31.77	31.77
Car miles operated.....	1,017,355	983,940
Passengers carried, number.....	2,864,943	2,297,266
Fare, average.....	.083	.083

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 3,343,465.93	Capital Stock.....	\$ 1,000,000.00
Change.....	142,583.62	Change.....	
CURRENT ASSETS:		Long Term Debt.....	1,900,000.00
Cash.....	17,227.48	Change.....	
Change.....	909.32	CURRENT LIABILITIES:	
Notes Receivable.....	19,917.52	Accounts Payable.....	108,257.85
Change.....	415.21	Change.....	2,155.34
Accounts Receivable.....	278,065.04	Consumers' Deposits.....	46,702.60
Change.....	5,044.30*	Change.....	1,167.49*
Interest and Dividends Receivable	962.74	Miscellaneous Current Liabilities	10,142.25
Change.....	608.04	Change.....	1,848.04*
INVENTORIES AND PREPAID EX- PENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	81,244.65	Taxes Accrued.....	26,874.45
Change.....	14,374.73*	Change.....	9,350.95
Prepayments.....	19,343.30	Interest Accrued.....	33,053.27
Change.....	7,892.44*	Change.....	34.74*
Miscellaneous Current Assets.....	846.75	Miscellaneous Accrued Liabilities	32.70
Change.....	90.00	Change.....	16.78
MISCELLANEOUS ASSETS:		Advances to Affiliated Companies	98,316.92
Investments in Affiliated Com- panies.....	1.00	Change.....	17,530.69
Change.....	1,251.00	RESERVES:	
SUSPENSE:		Retirement Reserve.....	169,685.81
Unamortized Debt Expense.....	164,509.19	Change.....	208,354.83*
Change.....	9,014.04*	Casualty Special Surplus.....	215,000.00
Total.....	\$ 3,926,854.59	Change.....	215,000.00
Change.....	108,280.68	Contributions to Extensions.....	20,361.60
		Change.....	3,612.00
		Miscellaneous Reserves.....	72,412.16
		Change.....	21,234.45
		Profit and Loss—Surplus.....	226,014.98
		Change.....	50,785.57
Total.....	\$ 3,926,854.59	Total.....	\$ 3,926,854.59
Change.....	108,280.68	Change.....	108,280.68

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance, December 31 1931
Fixed Capital.....	\$ 3,252,635.63	Capital Stock.....	\$ 1,000,000.00
Change.....	90,830.30*	Long Term Debt.....	2,410,800.00
		Change.....	510,800.00
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	21,791.29	Notes Payable.....	25,000.00
Change.....	4,563.81	Change.....	25,000.00
Notes Receivable.....	40,157.35	Accounts Payable.....	87,863.59
Change.....	26,413.39	Change.....	20,426.96*
Accounts Receivable.....	600,432.15	Consumers' Deposits.....	47,531.22
Change.....	366,144.68	Change.....	828.62
Interest and Dividends Receivable	1,455.06	Miscellaneous Current Liabilities	2,862.09
Change.....	472.32	Change.....	259.85*
INVENTORIES AND PREPAID EX- PENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	56,940.99	Taxes Accrued.....	8,183.93
Change.....	24,303.65*	Change.....	18,690.52*
Prepayments.....	9,089.74	Interest Accrued.....	45,808.96
Change.....	4,107.69*	Change.....	12,755.69
MISCELLANEOUS ASSETS:		Advances to Affiliated Companies	
Miscellaneous Investments.....	1,406.00	Change.....	98,316.92*
Change.....	154.00		
Bad Debt Accounts Receivable...	37,290.42	RESERVES:	
Change.....	6,487.15*	Retirement Reserve.....	186,690.93
		Change.....	17,005.12
SUSPENSE:		Contributions to extensions.....	22,603.30
Unamortized Debt Expense.....	264,224.33	Special Surplus Reserve.....	215,000.00
Change.....	99,715.14	Miscellaneous Reserves.....	70,655.78
Miscellaneous Suspense.....	145,368.67	Change.....	1,756.38*
Change.....	139,222.80	Contra Accounts.....	3,755.00
		Change.....	3,265.31*
ADJUSTMENT ACCOUNTS:		Profit and Loss—Surplus.....	307,791.83
Contra Accounts—Stock.....	3,755.00	Change.....	81,776.85
Change.....	3,265.31*		
Total.....	\$ 4,434,546.63	Total.....	
Change.....	507,692.04	Change.....	\$ 4,434,546.63

*Decrease.

EAST TENNESSEE LIGHT AND POWER COMPANY

Incorporated March 9, 1927, under the Laws of Virginia.

Main office: Bristol, Tenn.

Officers (1931): President, Henry L. Doherty, New York; Vice-President, W. A. Jones, New York; Secretary, J. C. York, Bristol, Tenn.; Treasurer, J. C. York, Bristol, Tenn.

TOWNS AND CITIES SERVED WITH ELECTRICITY—1931

Bristol, Va., Bristol, Tenn., Bluff City, Tenn., Elizabethton, Tenn., Newland, N. C., Elk Park, N. C., Blountville, Tenn., Mendota, Va., Benhams, Va., Erwin, Tenn., Montezuma, N. C., Mountain City, Tenn., Butler, Tenn., Linville, N. C., Pineola, N. C., Heaton, N. C., Cranberry, N. C., Minneapolis, N. C., Frank, N. C., Senia, N. C., Unicoi, Tenn., Neva, Tenn., Shouns, Tenn., Wallace, Va.

OPERATING REVENUE AND EXPENSES—1931

Electric Division

Operating revenue	\$644,679.13
Operating expenses*	277,723.79

Gas Division

Operating revenue	\$102,349.05
Operating expenses	70,474.85

STATISTICS—1931

PLANTS, CAPACITY:

Hydro	3,875
Steam	

CURRENT:

Generated:	
Hydro (K.W.H.)	12,953,368
Purchased (K.W.H.)	7,539,340
Used by company (K.W.H.)	492,635
Unaccounted for (K.W.H.)	3,670,172
Sold (K.W.H.)	16,329,901
Customers, number	8,941

*Exclusive of taxes, etc.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 5,763,470.38	Capital Stock.....	\$ 1,973,875.00
Change.....	80,602.77	Change.....	
CURRENT ASSETS:		Long Term Debt.....	2,792,000.00
Cash.....	22,664.16	Change.....	
Change.....	93,940.46*	CURRENT LIABILITIES:	
Notes Receivable.....	20,368.34	Notes Payable.....	45,500.00
Change.....	1,683.96	Change.....	8,166.67*
Accounts Receivable.....	366,073.47	Accounts Payable.....	14,539.71
Change.....	23,906.87*	Change.....	11,528.63*
Interest and Dividends Receivable	1,902.99	Consumers' Deposits.....	19,644.48
Change.....	478.94	Change.....	1,645.46
INVENTORIES AND PREPAID EX- PENSES:		Dividends Declared and not Paid	3,952.50
Material and Supplies.....	76,843.23	ACCRUED LIABILITIES:	
Change.....	14,129.85*	Taxes Accrued.....	59,973.23
Prepayments.....	1,672.44*	Change.....	16,108.32
Change.....	4,564.62	Interest Accrued.....	612.09*
Advances to Affiliated Companies	782,181.18	Change.....	259.47*
Change.....	17,721.91*	Miscellaneous Accrued Liabilities	10,437.50
MISCELLANEOUS ASSETS:		Change.....	
Miscellaneous Investments.....	9,511.00	Advances to Affiliated Companies	1,206,863.61
Change.....	1,125.08*	Change.....	66,842.70
Sinking Funds.....	78,963.35	RESERVES:	
Change.....	6,762.51	Retirement Reserve.....	341,087.14
Earnings Receivable from Sub- sidiaries.....	232,196.90	Change.....	19,813.19
Change.....	66,743.51	Unamortized Debt Expense.....	435,515.56
SUSPENSE:		Change.....	21,719.67*
Unamortized Debt Expense.....	4,648.43	Contributions to Extensions.....	12,036.24
Change.....	255.22*	Change.....	2,610.42
Clearing and Apportionment Ac- counts.....	9,309.42	Contingency Reserve.....	48,263.26
Change.....	5,689.58	Change.....	3,313.93
ADJUSTMENT ACCOUNTS:		Special Surplus Reserve.....	100,000.00
Earnings Receivable reserve.....	435,515.56	Change.....	
Change.....	21,719.67*	Profit and Loss—Surplus.....	799,899.83
Treasury—Securities.....	61,000.00	Change.....	47,373.49
Total.....	\$ 7,862,975.97	Total.....	\$ 7,862,975.97
Change.....	17,652.33*	Change.....	17,652.33*

*Decrease.

ELIZABETH AND SUBURBAN GAS COMPANY

Incorporated May 23, 1927.

Main office: Elizabeth City, N. C.

Officers: President, N. H. Gellert, Philadelphia; Secretary, M. McKenhar, Philadelphia; Treasurer, A. R. Fritz, Philadelphia.

Gas plant operated at Elizabeth City.

OPERATING REVENUE AND EXPENSES

	1931
Operating revenue	\$24,579.09
Operating expenses*	22,245.38

STATISTICS

	1931
Water gas manufactured (M.C.F.)	16,269
Gas sales to consumers (M.C.F.)	12,681.7
Gas used by company (M.C.F.)	184.7
Gas unaccounted for (M.C.F.)	3,402.7
Mains, miles	15.85
Customers, number	601

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital	\$ 180,068.19	Capital Stock	\$ 68,000.00
Change	386.21	Long Term Debt	104,000.00
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash	262.50	Accounts Payable	909.10
Change	1,331.56	Change	1,715.43†
Accounts Receivable	6,785.97	Consumers' Deposits	450.66
Change	1,283.55	Change	32.56
INVENTORIES AND PREPAID EXPENSES:		ACCRUED LIABILITIES:	
Material and Supplies	1,598.94	Taxes Accrued	826.28
Change	305.68†	Change	45.92†
Prepayments	922.47	Interest Accrued	433.35
Change	381.42	Advances to Affiliated Companies	19,189.42
		Change	8,209.44
MISCELLANEOUS ASSETS:		RESERVES:	
Investments in Affiliated Companies	78.96	Retirement Reserve	23,959.78
Change	78.96	Change	256.40†
		Miscellaneous Reserves	1,143.62
		Change	192.25
		Profit and Loss—Surplus	29,195.18†
		Change	5,946.00†
Total	\$ 189,717.03	Total	\$ 189,717.03
Change	470.50	Change	470.50

*Exclusive of taxes, etc.

†In red.

GASTONIA AND SUBURBAN GAS COMPANY

Incorporated in 1917, under Laws of North Carolina.

Main office: Gastonia, N. C.

Officers (1930-31): President, A. E. Peirce, Chicago; Secretary, W. M. McFarland, Chicago; Treasurer, W. S. McCullough, Chicago.

Towns and cities served with gas: Gastonia, Dallas.

OPERATING REVENUE AND EXPENSES

	1930	1931
Operating revenue.....	\$ 58,411.51	\$ 52,516.93
Operating expenses*.....	33,194.37	37,116.46

*Deficit.

STATISTICS

	1930	1931
Water gas sets.....	2	2
Water capacity (M.C.F.).....	400	700
Holder capacity (M.C.F.).....	75	75
Water gas produced (M.C.F.).....	32,069	29,478.2
Used by company.....	172	171.5
Unaccounted for.....	3,753	3,613.7
Sold.....	28,144	25,693
Coal carbonized, tons.....		
Oil used, gallons.....	92,240	83,279
Average cost oil.....	.0653	.0599
Tar produced, gallons.....	9,221	7,900
Average value tar.....	.02	.02
Mains, miles.....	40.22	40.3
Customers, number.....	1,013	953

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 215,412.87	Capital Stock.....	\$ 100,000.00
Change.....	3,495.62		
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	3,531.89	Accounts Payable.....	886.92
Change.....	1,204.42*	Change.....	2,700.30*
Accounts Receivable.....	15,480.19	Consumers' Deposits.....	2,658.17
Change.....	1,167.67	Change.....	162.79*
INVENTORIES AND PREPAID EXPENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	5,076.23	Taxes Accrued.....	1,051.43
Change.....	1,248.83*	Change.....	529.24
Prepayments.....	818.96	Advances to Affiliated Companies	16,094.36
Change.....	468.75	Change.....	3,460.45*
MISCELLANEOUS ASSETS:		RESERVES:	
Investments in Affiliated Companies.....	10,699.18	Retirement Reserve.....	33,109.32
Change.....	10,475.86	Change.....	2,047.60*
Change.....	500.00	Miscellaneous Reserve.....	771.42
Special Deposits.....	500.00*	Change.....	166.51
Change.....		Profit and Loss—Surplus.....	97,080.80
		Change.....	20,463.14
SUSPENSE:			
Miscellaneous Suspense.....	133.10		
Change.....	133.10		
Total.....	\$ 251,652.42	Total.....	\$ 251,652.42
Change.....	12,787.75	Change.....	12,787.75

*Decrease

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 218,503.82	Capital Stock.....	\$ 100,000.00
Change.....	3,090.95		
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	1,125.96	Accounts Payable.....	780.05
Change.....	2,405.93*	Change.....	106.87*
Accounts Receivable.....	14,608.09	Consumers' Deposits.....	2,458.69
Change.....	872.10*	Change.....	199.48*
INVENTORIES AND PREPAID EX- PENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	5,116.99	Taxes Accrued.....	378.32
Change.....	40.76	Change.....	673.11*
Prepayments.....	1,740.83	Advances to Affiliated Companies	818.94
Change.....	921.87	Change.....	15,275.42*
MISCELLANEOUS ASSETS:		RESERVES:	
Investments in Affiliated Com- panies.....	6,192.96	Retirement Reserve.....	34,751.70
Change.....	4,506.22	Change.....	1,642.38
SUSPENSE:		Casualty and Insurance Reserves	26.84
Work in Progress.....	1,723.55	Change.....	26.84
Change.....	1,723.55	Miscellaneous Reserve.....	990.84
Miscellaneous Suspense.....	25.60	Change.....	219.42
Change.....	107.50*	Profit and Loss—Surplus.....	108,832.42
		Change.....	11,751.62
Total.....	\$ 249,037.80	Total.....	\$ 249,037.80
Change.....	2,614.62*	Change.....	2,614.62*

*Decrease.

HENDERSON AND OXFORD GAS COMPANY

Incorporated May 19, 1927.

Main office: Henderson, N. C.

Officers: President, N. H. Gellert, Philadelphia; Secretary, G. L. Haynes, Chicago; Treasurer, W. J. Rose, Chicago.

Gas properties operated in Henderson and Oxford.

OPERATING REVENUE AND EXPENSES

	1931
Operating revenue.....	\$21,365.70
Operating expenses*.....	25,957.13

*Exclusive of taxes, etc.

STATISTICS

	1931
Water gas sets, number	1
Water gas sets, capacity (M.C.F.)	100
Holder capacity (M.C.F.)	50
Water gas manufactured (M.C.F.)	16,061.5
Gas sales to consumers (M.C.F.)	11,420
Gas used by company (M.C.F.)	
Gas unaccounted for (M.C.F.)	4,641.5
Coal carbonized, tons	330
Coal, average cost	\$5.00
Oil used, gallons	46,000
Oil, average cost, gallon .....	.06
Mains, miles	22
Customers, number	500

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital	\$ 220,908.49	Capital Stock	\$ 63,000.00
Change	97.59*	Long Term Debt	142,000.00
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash	637.46	Notes Payable	525.32
Change	536.22	Change	525.32
Accounts Receivable	10,986.09	Accounts Payable	1,732.37
Change	535.08*	Change	3,890.47*
INVENTORIES AND PREPAID EXPENSES:		Consumers' Deposits	683.80
Material and Supplies	3,863.02	Change	148.80
Change	1,519.23*	ACCRUED LIABILITIES:	
Prepayments	252.82	Taxes Accrued	1,092.85
Change	416.58*	Change	223.11*
SUSPENSE:		Advances to Affiliated Companies	52,620.58
Miscellaneous Suspense	365.00	Change	20,421.13
Change	365.00	RESERVES:	
		Retirement Reserve	21,796.50
		Change	653.13*
		Miscellaneous Reserve	3,052.33
		Change	257.81
		Profit and Loss—Surplus	49,490.87*
		Change	18,253.61*
Total	\$ 237,012.88	Total	\$ 237,012.88
Change	1,667.26	Change	1,667.26*

*In red.

NATIONAL UTILITIES COMPANY OF NORTH CAROLINA

Incorporated February 23, 1923, under the Laws of North Carolina.

Main office: Benton Harbor, Mich.

Officers (1930): President, H. A. Sebold, Battle Creek, Mich.; Secretary and Assistant Treasurer, D. H. Frazer, Jr., Battle Creek, Mich.

Officers (1931): President, Paul R. Taylor, Benton Harbor, Mich.; Vice President, F. W. Seymore, Battle Creek, Mich.; Secretary and Assistant Treasurer, P. H. Frazer, Jr., Battle Creek, Mich.; Treasurer and Assistant Secretary, M. D. Read, Benton Harbor, Mich.

City served with electricity: Marion, N. C.

City served with gas: Statesville, N. C.

OPERATING REVENUE AND EXPENSES

	1930	1931
ELECTRIC:		
Operating revenue.....	\$ 33,865.79	\$ 32,116.22
Operating expenses.....	32,499.50	33,981.95
GAS:		
Operating revenue.....	\$ 39,836.41	\$ 35,459.17
Operating expenses.....	32,933.22	31,255.87

STATISTICS—ELECTRIC

	1930	1931
PLANTS, CAPACITY:		
Hydro (K.W.).....	75	75
Oil (K.W.).....	649	649
CURRENT:		
Generated:		
Hydro (K.W.H.).....	30,040	230,400
Oil (K.W.H.).....	44,360	664,210
Total (K.W.H.).....	74,400	894,610
Purchased (K.W.H.).....	35,100	368,100
Used by company (K.W.H.).....	384	5,455
Unaccounted for (K.W.H.).....	26,549	276,456
Sold (K.W.H.).....	82,567	980,799

STATISTICS—GAS

	1930	1931
Water gas sets, number.....	2	2
Water gas sets, capacity (M.C.F.).....	480	480
Holder capacity (M.C.F.).....	42	42
Water gas produced (M.C.F.).....		21,965.4
Used by company (M.C.F.).....		166.7
Unaccounted for.....		3,229.3
Sold.....	20,406	18,569.4
Coal carbonized, tons.....		535.41
Average cost coal.....		\$5.27
Coke used, tons.....		36.87
Average cost coke.....		\$7.24
Oil used, gallons.....		93,672
Average cost oil.....		.0604
Tar produced, gallons.....		219.64
Average value tar.....		.02
Mains, miles.....	17.63	17.4
Customers, number.....	672	742

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 518,469.57	Capital Stock.....	\$ 179,207.43
Change.....	29,729.84	Long Term Debt.....	248,000.00
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	2,321.67	Accounts Payable.....	4,225.46
Change.....	2,494.76*	Change.....	10,375.33*
Notes Receivable.....	861.32	Consumers' Deposits.....	1,304.34
Change.....	861.32	Change.....	140.84
Accounts Receivable.....	21,419.40	Interest Accrued.....	6,767.21
Change.....	3,482.83*	Change.....	19.40
INVENTORIES AND PREPAID EXPENSES:		Miscellaneous Accrued Liabilities	1,030.58
Material and Supplies.....	9,098.84	Change.....	251.64
Change.....	1,049.23	Advances to Affiliated Companies	102,348.72
Prepayments.....	2,765.85	Change.....	50,935.96
Change.....	1,848.05	RESERVES:	
MISCELLANEOUS ASSETS:		Retirement Reserve.....	60,039.08
Miscellaneous Special Funds.....	674.43	Change.....	635.37
Change.....	86.12	Contingency Reserve.....	7,599.15
SUSPENSE:		Change.....	6,766.95
Unamortized Debt Expense.....	626.75	Miscellaneous Reserve.....	144.28
Change.....	30.00*	Change.....	144.28
Work in Progress.....	64.22	Miscellaneous Unadjusted Credits	181.66
Change.....	9,754.64*	Change.....	181.66
Miscellaneous Suspense.....	8.10	Profit and Loss—Surplus.....	54,537.76*
Change.....	8.10	Change.....	32,475.52*
Total.....	\$ 556,310.15	Total.....	\$ 556,310.15
Change.....	15,721.97	Change.....	15,721.97

*Decrease.

NORTH CAROLINA PUBLIC SERVICE COMPANY

Incorporated February 28, 1924, under the Laws of North Carolina.

Main office: Charlotte, N. C.

Officers (1930-31): President, E. C. Marshall, Charlotte; Vice-Presidents, J. Paul Lucas, R. L. Peterman, Charlotte; Treasurer, D. G. Calder, Charlotte; Secretary, W. C. Parker, New York.

TOWNS AND CITIES SERVED WITH ELECTRICITY, WHOLESALE—1930-31

High Point.

TOWNS AND CITIES SERVED WITH ELECTRICITY, RETAIL—1930

Burlington, Greensboro, Salisbury, High Point (Power only).

TOWNS AND CITIES IN WHICH GAS PROPERTIES ARE OPERATED—1930-31

Burlington, Greensboro, Winston-Salem, High Point, Salisbury.

TOWNS AND CITIES IN WHICH STREET RAILWAY PROPERTIES ARE OPERATED—1930-31

Greensboro, Salisbury, High Point.

TOWNS AND CITIES SERVED WITH ELECTRICITY, RETAIL—1931

Greensboro, Burlington, Salisbury, Spencer, E. Spencer, Graham, Gibsonville, Elon College, Randleman, Stokesdale, Archdale, Trinity, Hamilton Lakes, Haw River, Jamestown, Summerfield, Guilford College, Pleasant Garden, Oakdale, Sumner, Sedgefield, Alamance, Efland, Whitsett, Brown Summit, Monticello, Climax, Julian, Guilford Battleground, Brightwood, Glenwood, Edgeville, Hamilton, White Oak Heights, Hillsdale, Groomtown, Jessuptown, Guilquarry, McLeansville, Friendship, Pomona, Terra Cotta, Guilford, Bessemer, Sedalia.

OPERATING REVENUE AND EXPENSES—ALL DEPARTMENTS

	1930	1931
Operating revenue.....	\$ 3,059,432.63	\$ 3,021,517.40
Operating expenses*.....	1,927,044.72	1,986,727.94

OPERATING REVENUE AND EXPENSES—DEPARTMENTS

	Greensboro	High Point	Burlington	Salisbury	Winston-Salem
ELECTRIC:					
1930 Operating revenue.....	\$1,041,638.09	\$ 519,064.15	\$ 398,147.01	\$ 136,983.04	-----
1930 Operating expenses*.....	576,576.47	386,642.14	251,835.73	102,985.15	-----
1931 Operating revenue.....	1,051,535.85	528,425.16	415,604.83	136,690.98	-----
1931 Operating expenses*.....	585,116.46	406,888.65	257,260.06	107,712.56	-----
Gas:					
1930 Operating revenue.....	290,849.35	94,324.46	30,836.83	73,400.08	\$ 212,847.95
1930 Operating expenses*.....	144,156.56	41,322.58	16,636.49	43,907.43	110,451.04
1931 Operating revenue.....	261,433.68	88,207.77	30,952.09	71,472.88	196,566.21
1931 Operating expenses*.....	151,641.79	43,358.34	18,759.58	46,466.99	116,281.48
STREET RAILWAY:					
1930 Operating revenue.....	99,166.97	1,096.00	-----	24,363.88	-----
1930 Operating expenses*.....	107,755.71	1,072.36	-----	31,542.79	-----
1931 Operating revenue.....	175,380.52	42,775.76	-----	22,471.67	-----
1931 Operating expenses*.....	180,539.00	40,496.10	-----	32,206.93	-----

*Exclusive of taxes, etc.

ELECTRIC STATISTICS

	Greensboro	High Point	Burlington	Salisbury
1930 Kwhrs received	31,746,843	28,182,133	14,771,800	3,516,720
Kwhrs sold	26,593,471	26,519,009	12,647,472	2,769,249
1931 Kwhrs received	32,418,700	29,106,625	14,622,700	3,662,000
Kwhrs sold	26,788,000	26,820,186	12,805,439	3,093,179

GAS STATISTICS—GREENSBORO

	1930	1931
Coal gas benches, number	7	7
Coal gas benches, capacity (M.C.F.)	420	420
Water gas sets, number	1	1
Water gas sets, capacity (M.C.F.)	660	660
Holder capacity (M.C.F.)	302	302
Coal gas produced (M.C.F.)		165,797
Water gas produced (M.C.F.)		26,564
Total gas produced (M.C.F.)	223,513	192,361
Gas used by company (M.C.F.)	978	917
Gas unaccounted for (M.C.F.)	50,245	40,890
Gas sales (M.C.F.)	172,290	150,554
Coal carbonized, tons	12,795	13,331
Coal, average cost, per ton	\$5.28	\$5.081
Oil used, gallons	177,446	77,450
Oil, average cost .....	.067	.063
Coke produced, tons	8,604	8,887
Coke, average value		\$5.00
Tar produced, gallons	154,210	159,960
Tar, average value .....		.015
Mains, miles	99.03	99.21
Customers, number	4,672	4,570

GAS STATISTICS—HIGH POINT

	1930	1931
Coal gas benches, number	3	3
Coal gas benches, capacity (M.C.F.)	180	180
Water gas sets, number	1	1
Water gas sets, capacity (M.C.F.)	50	50
Holder capacity (M.C.F.)	125	125
Coal gas production (M.C.F.)		57,988
Water gas production		
Total gas production (M.C.F.)	60,655	57,988
Gas used by company (M.C.F.)	746	769
Gas unaccounted for (M.C.F.)	10,971	10,067
Gas sold (M.C.F.)	48,938	47,152
Coal carbonized, tons	4,814	4,726
Coal, average cost	\$5.10	\$4.848
Oil used, gallons	530	450
Oil, average cost .....		.079
Coke produced, tons	3,310	3,181
Coke, average value		\$5.00
Tar produced, gallons	57,603	58,603
Tar, average value .....		.015
Mains, miles	31.32	31.32
Customers, number	1,468	1,416

GAS STATISTICS—BURLINGTON

	1930	1931
Water gas sets, number.....	1	1
Water gas sets, capacity (M.C.F.)	50	50
Holder capacity (M.C.F.)	90	90
Gas produced, total.....	16,884	17,854
Gas used by company (M.C.F.)	404	447
Gas unaccounted for (M.C.F.)	1,593	1,488
Gas sold (M.C.F.)	14,887	15,919
Oil used, gallons.....	43,566	53,605
Oil, average cost .....	.....	.062
Mains, miles.....	18.20	26.20
Customers, number	453	531

GAS STATISTICS—SALISBURY

	1930	1931
Coal gas benches, number.....	4	4
Coal gas benches, capacity	240	240
Holder capacity (M.C.F.)	180	180
Coal gas produced (M.C.F.)	47,083	46,230
Gas used by company (M.C.F.)	542	43
Gas unaccounted for (M.C.F.)	9,207	8,853
Gas sold (M.C.F.)	37,334	36,944
Coal carbonized, tons	3,783	3,731
Coal, average cost.....	\$5.15	\$4.919
Coke produced, tons	2,582	2,500
Coke, average value.....	.....	\$5.00
Tar produced, gallons.....	58,036	37,310
Tar, average value .....	.....	.015
Mains, miles.....	38.67	38.35
Customers, number	1,468	1,426

GAS STATISTICS—WINSTON-SALEM

	1930	1931
Coal gas benches, number.....	6	6
Coal gas benches, capacity (M.C.F.)	360	360
Water gas sets, number.....	1	1
Water gas sets, capacity (M.C.F.)	100	100
Holder capacity (M.C.F.)	275	275
Coal gas produced (M.C.F.) .....	.....	138,242
Water gas produced (M.C.F.) .....	.....	5,363
Total gas produced (M.C.F.)	145,876	143,605
Gas used by company (M.C.F.)	73	53
Gas unaccounted for (M.C.F.)	25,547	28,808
Gas sold (M.C.F.)	120,256	114,744
Coal carbonized, tons	111,639	11,424
Coal, average cost.....	\$5.32	\$5.04
Oil used, gallons.....	25,782	18,756
Oil, average cost .....	.0658	.064
Coke produced, tons	7,592	7,615
Coke, average value.....	.....	\$5.00
Tar produced, gallons.....	139,536	136,881
Tar, average value .....	.....	.015
Mains, miles.....	96.16	96.38
Customers, number	3,132	3,057

STREET RAILWAY STATISTICS—GREENSBORO

	1930	1931
Rotary converters, number.....	1	1
Rotary converters, capacity, (K.W.).....	1,000	1,000
Kwhrs energy received.....	1,618,900	1,514,300
Passengers carried.....	1,725,444	1,619,871
Fare, average.....		.56
Cars operated, average.....	11	11
Car hours operated.....	552,095.88	555,420.33
Cars owned:		
Passenger.....	22	22
Total.....	22	22
Track, route miles.....	11.90	11.90
Track, total miles.....	12.65	12.65
BUSSES OPERATED IN CONNECTION WITH STREET RAILWAY:		
Busses owned.....	12	12
Seating capacity.....	272	272
Operated daily, number.....	11	8
Seating capacity.....	242	184
Length of route, miles.....	20.9	21.3
Car miles operated.....	535,226	538,089
Passengers carried.....	1,655,846	1,603,695
Fare, average.....	.07	.05

STREET RAILWAY STATISTICS—HIGH POINT

	1930	1931
Rotary converts, number.....	1	1
Rotary converters, capacity (K.W.).....	1,000	1,000
Track, route miles.....	6.64	6.64
Track, total miles.....	6.84	6.84
No railway cars operated.		
BUSSES OPERATED:		
Busses:		
Owned, number.....	7	7
Owned, seating capacity.....	151	151
Operated, daily average.....	6	5
Operated, seating capacity.....	132	111
Length of route, miles.....	6.8	6.8
Car miles operated.....	303,024	33,645
Passengers carried.....	668,676	582,226
Fare, average.....	.07	.07

STREET RAILWAY STATISTICS—SALISBURY

	1930	1931
Rotary converts, number.....	1	1
Rotary converters, capacity, (K.W.).....	1,000	1,000
Kwhrs received.....	356,290	352,200
Passengers carried.....	369,363	285,447
Cars operated, average number.....	3	3
Car hours operated.....	19,983	18,522
Car miles operated.....	157,310.93	156,987.26
Cars owned, passenger.....	8	8
Cars owned, total.....	8	8
Track, route miles.....	6.86	6.86
Track, total miles.....	7.16	7.16
Fare, average.....		.07

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$12,456,175.96	Capital Stock.....	\$ 565,083.03
Change.....	245,286.74	Long Term Debt.....	8,016,900.00
		Change.....	121,700.00*
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	53,652.09	Accounts Payable.....	127,738.36
Change.....	21,032.87*	Change.....	23,041.88
Notes Receivable.....	125.00	Consumers' Deposits.....	80,676.40
Change.....	810.00*	Change.....	314.27
Accounts Receivable.....	422,484.48	Dividends Declared.....	2,939.11
Change.....	38,466.10*	Miscellaneous Current Liabilities.....	4,238,479.46
		Change.....	208,375.06
INVENTORIES AND PREPAID EX- PENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	167,097.75	Taxes Accrued.....	106,833.71
Change.....	16,256.03*	Change.....	12,703.11
Prepayments.....	15,503.32	Interest Accrued.....	31,995.00
Change.....	6,265.21	Change.....	1,576.25*
MISCELLANEOUS ASSETS:		Miscellaneous Accrued Liabilities.....	13,135.31
Investments in Affiliated Com- panies.....	2,604.00	Change.....	5,090.89*
Miscellaneous Investments.....	544.45	RESERVES:	
Change.....	525.27*	Retirement Reserve.....	590,441.78
Miscellaneous Special Funds.....	9,085.00	Change.....	131,403.50
Change.....	50.00*	Contributions to Extensions.....	11,009.96
SUSPENSE:		Change.....	2,072.52
Unamortized Debt Expense.....	440,265.44	Contingency Reserve.....	193,197.86
Change.....	17,158.87*	Change.....	19.70
Miscellaneous Suspense.....	2,891.19	Miscellaneous Reserves.....	48,607.48
ADJUSTMENT ACCOUNTS:		Change.....	936.56
Treasury Securities—Bonds.....	1,580,300.00	Profit and Loss—Surplus.....	1,123,686.22
Change.....	4,400.00	Change.....	375,860.35
Total.....	\$15,150,728.68	Total.....	\$15,150,728.68
Change.....	161,652.81	Change.....	161,652.81

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$12,703,820.34	Capital Stock.....	\$ 565,083.03
Change.....	247,644.38	Long Term Debt.....	7,895,800.00
		Change.....	121,100.00*
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	38,991.87	Accounts Payable.....	141,354.70
Change.....	14,660.22*	Change.....	13,616.34
Notes Receivable.....		Consumers' Deposits.....	82,517.64
Change.....	125.00*	Change.....	1,841.24
Accounts Receivable.....	519,553.27	Dividends Declared.....	2,939.11
Change.....	97,068.79	Miscellaneous Current Liabilities.....	144,976.73
		Change.....	28,502.73*
INVENTORIES AND PREPAID EXPENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	153,026.64	Taxes Accrued.....	41,479.45
Change.....	14,071.11*	Change.....	65,354.26*
Prepayments.....	8,775.96	Interest Accrued.....	30,173.75
Change.....	6,727.36*	Change.....	1,821.25*
MISCELLANEOUS ASSETS:		Miscellaneous Accrued Liabilities.....	7,296.01
Miscellaneous Investments.....	3,661.00	Change.....	5,839.30*
Change.....	1,057.00	Advances to Affiliated Companies.....	4,137,500.00
Sinking Funds.....	544.45	Change.....	72,500.00
Miscellaneous Special Funds.....	8,465.28		
Change.....	619.72*	RESERVES:	
SUSPENSE:		Retirement Reserve.....	780,650.38
Unamortized Debt Expense.....	422,996.97	Change.....	190,208.60
Change.....	17,268.47*	Contributions to Extensions.....	19,483.88
Jobbing Accounts.....	597.00	Change.....	8,473.92
Change.....	597.00	Contingency Reserve.....	195,180.39
		Change.....	1,982.53
ADJUSTMENT ACCOUNTS:		Miscellaneous Reserves.....	49,981.63
Treasury Securities.....	1,605,900.00	Change.....	1,374.15
Change.....	25,600.00	Profit and Loss—Surplus.....	1,371,911.08
		Change.....	248,224.86
Total.....	\$15,466,332.78	Total.....	\$15,466,332.78
Change.....	315,604.10	Change.....	315,604.10

*Decrease.

PIEDMONT UTILITIES COMPANY

Organized November 20, 1928.

Main office: Hickory, N. C.

Officers: President, J. V. Nichols, Purciville, Va.; Secretary-Treasurer, 1930, S. F. Abernethy, Hickory; Secretary, 1931, John McGill, Jr., Washington, D. C.; Treasurer, 1931, W. R. Weaver, Hickory.

Gas plant operated at Hickory.

OPERATING REVENUE AND EXPENSES

	1930	1931
Operating revenue.....	\$ 39,586.63	\$ 36,928.08
Operating expenses*.....	34,980.16	68,006.30

STATISTICS

Water gas sets, number.....	2	2
Water gas sets, capacity (M.C.F.).....	8	6
Holder capacity (M.C.F.).....	98	98
Gas manufactured (M.C.F.).....	28,126	28,231
Gas sales to consumers (M.C.F.).....	25,712	22,937
Gas used by company (M.C.F.).....	382	560
Gas unaccounted for (M.C.F.).....	3,360	4,734
Oil used, gallons.....	44,355	51,166
Oil, cost.....	.065	.06
Tar produced, gallons.....		6,000
Tar, average value, gallon.....		.03
Mains, miles.....	59	59
Customers, number.....	670	573

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 278,233.99	Capital Stock.....	\$ 165,650.00
		Long Term Debt.....	38,500.00
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	492.62*	Notes Payable.....	88,155.36
Accounts Receivable.....	24,175.79	Accounts Payable.....	28,282.14
INVENTORIES AND PREPAID EXPENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	11,823.98	Taxes Accrued.....	2,818.78
Sinking Funds.....	2,000.00	Interest Accrued.....	2,624.93*
		Miscellaneous Accrued Liabilities.....	733.63*
SUSPENSE:		RESERVES:	
Unamortized Debt Expense.....	3,830.00	Casualty and Insurance Reserves.....	356.01*
Miscellaneous Suspense.....	287.50	Profit and Loss—Surplus.....	166.93
Total.....	\$ 319,858.64	Total.....	\$ 319,858.64

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 277,884.34	Capital Stock.....	\$ 173,650.00
Change.....	349.65*	Change.....	8,000.00
CURRENT ASSETS:		Long Term Debt.....	60,000.00
Cash.....	794.85	Change.....	21,500.00
Change.....	1,287.47	CURRENT LIABILITIES:	
Accounts Receivable.....	15,287.86	Notes Payable.....	49,012.68
Change.....	8,887.93*	Change.....	39,142.68*
INVENTORIES AND PREPAID EX- PENSES:		Accounts Payable.....	6,671.55
Material and Supplies.....	7,115.06	Change.....	21,610.59*
Change.....	4,708.92*	Consumers' Deposits.....	32.00
Sinking Funds.....		Change.....	32.00
Change.....	2,000.00*	Notes Payable to Stockholders..	33,802.60
SUSPENSE:		Change.....	33,802.60
Unamortized Debt Expense.....	3,807.50	Loans from Stockholders.....	15,900.00
Change.....	22.50*	Change.....	15,900.00
Miscellaneous Suspense.....		ACCRUED LIABILITIES:	
Change.....	287.50*	Taxes Accrued.....	
ADJUSTMENT ACCOUNTS:		Change.....	2,818.78*
Prepaid Insurance.....	402.82	Interest Accrued.....	
Change.....	402.82	Change.....	2,624.93
		Miscellaneous Accrued Liabilities..	507.35
		Change.....	1,240.98
		RESERVES:	
Total.....	\$ 305,292.43	Casualty and Insurance Reserves	
Change.....	14,566.21*	Change.....	356.01*
		Profit and Loss—Surplus.....	34,283.75*
		Change.....	34,450.68*
		Total.....	\$ 305,292.43
		Change.....	14,566.21*

*In red.

RALEIGH GAS COMPANY

Incorporated October 12, 1929, under the Laws of North Carolina.

Main office: Raleigh.

Officers (1930-31): President, A. E. Peirce, Chicago; Vice President, W. H. Wildes, Chicago; Secretary, W. M. McFarland, Chicago; Treasurer, W. S. McCullough, Chicago.

City in which gas plant is operated: Raleigh.

OPERATING REVENUE AND EXPENSES

	1930	1931
Operating revenue.....	\$ 279,125.08	\$ 263,999.36
Operating expenses*.....	161,342.98	142,480.98

*Excluding uncollectibles, taxes, etc.

GAS STATISTICS—RALEIGH

	1930	1931
Coal gas benches, number.....	8	8
Coal gas benches, capacity (M.C.F.).....	800	720
Water gas sets, number.....	1	1
Water gas sets, capacity (M.C.F.).....	200	400
Holder capacity (M.C.F.).....	1,000	1,000
Coal gas produced (M.C.F.).....		195,122.2
Water gas produced (M.C.F.).....		9,082.5
Gas produced, total (M.C.F.).....	214,469.3	204,204.7
Gas used by company (M.C.F.).....	329.3	526.4
Gas unaccounted for (M.C.F.).....	47,167.5	45,645
Gas sales (M.C.F.).....	163,457.1	158,033.3
Coal carbonized, tons.....	16,692.2	16,395.64
Coal, average cost.....	\$5.35	\$5.04
Oil used, gallons.....	59,450	36,093
Oil, average cost.....	.066	.062
Coke produced, tons.....	10,049.85	9,379.10
Coke, average value.....		\$4.56
Tar produced, gallons.....	227,125	231,461
Tar, average value.....		.04
Mains, miles.....	79.404	94.047
Customers, number.....	4,232	3,994

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 2,271,732.05	Capital Stock.....	\$ 2,232,500.00
Change.....	140,299.29		
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	4,344.55	Notes Payable.....	100,000.00
Change.....	3,041.25*	Change.....	100,000.00
Accounts Receivable.....	61,808.90	Accounts Payable.....	26,720.26
Change.....	80,969.72*	Change.....	23,086.48*
Interest and Dividends Receivable		Consumers' Deposits.....	27,164.03
Change.....	487.50*	Change.....	141.59
INVENTORIES AND PREPAID EXPENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	34,134.69	Taxes Accrued.....	2,965.91
Change.....	3,521.51	Change.....	2,965.91
Prepayments.....	10,516.42	Interest Accrued.....	1,124.90
Change.....	536.56*	Change.....	1,124.90
MISCELLANEOUS ASSETS:		Advances to Affiliated Companies	162,355.84
Investments in Affiliated Companies.....	196,984.44	Change.....	162,355.84
Change.....	196,984.44		
SUSPENSE:		RESERVES:	
Clearing and Apportionment Accounts.....		Retirement Reserve.....	5,165.24
Change.....	4,439.17*	Change.....	5,165.24
Miscellaneous Suspense.....	25.00	Miscellaneous Reserves.....	7,392.05
Change.....	144.48*	Change.....	1,099.61
		Profit and Loss—Surplus.....	14,157.82
		Change.....	4,376.93
Total.....	\$ 2,579,546.05	Total.....	\$ 2,579,546.05
Change.....	244,143.54	Change.....	244,143.54

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$ 1,276,887.39	Capital Stock.....	\$ 1,063,095.00
Change.....	994,844.66*	Change.....	1,169,405.00*
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	11,217.17	Notes Payable.....	-----
Change.....	6,872.62	Change.....	100,000.00
Accounts Receivable.....	65,309.86	Accounts Payable.....	5,163.87
Change.....	3,500.96	Change.....	21,556.39*
INVENTORIES AND PREPAID EX- PENSES:		Consumers' Deposits.....	28,090.02
Material and Supplies.....	27,593.55	Change.....	925.99
Change.....	6,541.14*	ACCRUED LIABILITIES:	
Prepayments.....	7,919.60	Taxes Accrued.....	17,313.55
Change.....	2,596.82*	Change.....	14,347.64
Miscellaneous Current Assets.....	54.33	Interest Accrued.....	1,290.67
Change.....	54.33	Change.....	165.77
MISCELLANEOUS ASSETS:		Advances to Affiliated Companies.....	65,672.86
Investments in Affiliated Com- panies.....	30,455.36	Change.....	96,682.98*
Change.....	166,529.08*	RESERVES:	
Clearing and Apportionment Ac- counts.....	555.08	Retirement Reserve.....	168,608.71
Change.....	555.08	Change.....	163,443.47
Work in Progress.....	16,528.55	Miscellaneous Reserves.....	8,828.85
Change.....	16,528.55	Change.....	1,436.80
Miscellaneous Suspense.....	-----	Profit and Loss—Surplus.....	78,457.36
Change.....	25.00*	Change.....	64,299.54
Total.....	\$ 1,436,520.89	Total.....	\$ 1,436,520.89
Change.....	1,143,025.16*	Change.....	1,143,025.16*

*Decrease.

SOUTHERN PUBLIC UTILITIES COMPANY

Incorporated March, 1913, under the Laws of Maine.

Main office: Charlotte, N. C.

Officers (1930-31): President, E. C. Marshall, Charlotte; Vice-Presidents, A. V. Harrill, R. L. Peterman, J. P. Lucas, Charlotte; Secretary, W. C. Parker, New York; Treasurer, D. G. Calder, Charlotte

TOWNS AND CITIES SERVED WITH ELECTRICITY, RETAIL

1930: Charlotte, Winston-Salem, Thomasville, Belmont, Mount Holly, China Grove, Bessemer City, Hickory, Reidsville, Matthews, Salisbury, Rockwell, Icard, Hildebran, Connelly Springs, Rutherford College, Grover, Mount Airy, Elkin, Norwood, Spencer, East Spencer, Kernersville, Marshville, Cleveland, Cooleemee, Indian Trail, Wingate, Taylorsville, King, Pinnacle, Rural Hall, North Wilkesboro, Wilkesboro, Denton, Hiddenite, New London, Madison, Stoneville, Troutman, Conover, Ronda, Hendersonville, Tuxedo, Saluda, Tryon, Columbus, Mill Springs, Midway, Mount Pleasant, Walnut Cove, Waxhaw, Stanley, Goodsonville, Gastonia, Mooresville, Claremont, Pilot Mountain, Mocksville, Valdese, Catawba, Ellenboro, Brevard, Mooresboro, Lattimore, Harmony, Boiling Springs, Marion, Old Fort, Yadkin County, Welcome, Hillsboro, Oakboro.

1931: Additions: Spindale, Rutherfordton, Shelby, Leaksville-Spray. Eliminations: Reidsville, Catawba.

CITIES SERVED WITH GAS

1930: Charlotte, Mount Airy, N. C.

1931: Charlotte, Mount Airy, N. C.; Chester, Greenville, Spartanburg, S. C.

CITIES IN WHICH STREET RAILWAYS OPERATED

1930: Charlotte, Winston-Salem.

1931: Charlotte, Winston-Salem, N. C.; Greenville, Anderson, Spartanburg, S. C.

OPERATING REVENUE AND EXPENSES

	1930	1931
ALL DIVISIONS:		
Operating revenue.....	\$ 9,811,698.17	\$ 10,112,314.52
Operating expenses*.....	7,221,375.19	7,325,799.82
ELECTRIC DIVISION:		
Operating revenue.....	7,886,013.67	8,213,134.82
Operating expenses*.....	5,374,767.07	4,781,735.93
ELECTRIC DIVISION—North Carolina only.		
Operating revenue.....	5,096,454.25	5,321,493.97
Operating expenses*.....	3,449,348.75	3,572,476.69
GAS DIVISION:		
Charlotte: Operating revenue.....	549,605.21	525,788.19
Mount Airy: Operating revenue.....	2,290.62	4,437.08
Total.....	\$ 551,895.83	\$ 530,225.27
Charlotte: Operating expenses.....	310,627.16	287,851.81
Mount Airy: Operating expenses*.....	3,292.46	10,390.14
Total.....	\$ 313,919.62	\$ 298,241.95
South Carolina cities: Spartanburg, Greenville, Anderson:		
Operating revenue.....		338,969.28
Operating expenses*.....		294,837.07
STREET RAILWAYS:		
Charlotte: Operating revenue.....	495,603.23	432,055.86
Winston-Salem: Operating revenue.....	134,851.14	200,311.10
Total.....	\$ 630,454.37	\$ 632,366.96
Charlotte: Operating expenses*.....	465,003.01	441,612.17
Winston-Salem: Operating expenses*.....	187,343.05	271,619.33
Total.....	\$ 652,346.06	\$ 713,231.50
South Carolina Cities:		
Operating revenue.....		255,905.11
Operating expenses*.....		327,171.54
WATER DIVISION:		
Entire operating revenue.....		141,713.08
Entire operating expenses*.....		84,761.64
NORTH CAROLINA:		
Operating revenue.....		26,040.99
Operating expenses*.....		17,477.38

*Exclusive of taxes, etc.

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$38,289,191.16	Capital Stock.....	\$21,000,000.00
Change.....	1,605,795.46	Long Term Debt.....	17,569,000.00
		Change.....	11,000.00*
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	2,483,593.09	Notes Payable.....	44,000.00
Change.....	1,636,054.59	Change.....	500.00*
Notes Receivable.....	1,223.86	Accounts Payable.....	560,232.26
Change.....	6,050.00*	Change.....	47,932.82
Accounts Receivable.....	5,684,933.97	Consumers' Deposits.....	319,223.76
Change.....	160,442.19*	Change.....	23,929.06
Interest and Dividends Receivable	212.00	Dividends Declared.....	315,000.00
Change.....	14,114.32*	Miscellaneous Current Liabilities	54,842.23
		Change.....	19,479.33*
INVENTORIES AND PREPAID EX- PENSES:		ACCRUED LIABILITIES:	
Material and Supplies.....	610,813.49	Taxes Accrued.....	374,977.26
Change.....	22,565.87*	Change.....	16,032.82*
Prepayments.....	18,504.41	Interest Accrued.....	133,465.82
Change.....	2,739.88*	Change.....	122,014.84
MISCELLANEOUS ASSETS:		Miscellaneous Accrued Liabilities	23,649.27
Investments in Affiliated Com- panies.....	2,276,846.70	Change.....	23,649.27
Miscellaneous Investments.....	61,422.06	RESERVES:	
Change.....	1,031,412.86	Retirement Reserve.....	7,182,495.91
Sinking Funds.....	22,794.82	Change.....	1,136,300.67
Change.....	13,085.19	Casualty and Insurance Reserves	965,457.36
Replacement Funds.....	32,798.53	Change.....	99,238.55
Change.....	1,792.85	Profit and Loss—Surplus.....	1,727,464.57
Miscellaneous Special Funds.....	3,478.88	Change.....	414,506.78
SUSPENSE:			
Unamortized Debt Expense.....	510,315.47		
Change.....	40,825.20*		
Miscellaneous Suspense.....	246,862.50		
Change.....	127,686.65*		
ADJUSTMENT ACCOUNTS:			
Reacquired Securities—Bonds.....	26,817.50		
Change.....	4,160.90*		
Total.....	\$50,269,808.44	Total.....	\$50,269,808.44
Change.....	1,820,559.84	Change.....	1,820,559.84

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$40,242,515.85	Capital Stock.....	\$21,000,000.00
Change.....	1,953,324.69	Long Term Debt.....	17,541,000.00
		Change.....	28,000.00*
CURRENT ASSETS:		CURRENT LIABILITIES:	
Cash.....	1,622,291.86	Notes Payable.....	400,000.00
Change.....	861,301.23*	Change.....	356,000.00
Notes Receivable.....	5,557.24	Accounts Payable.....	367,187.51
Change.....	4,333.38	Change.....	59,644.75*
Accounts Receivable.....	1,727,817.13	Consumers' Deposits.....	345,539.96
Change.....	160,333.81	Change.....	26,316.20
Interest and Dividends Receivable	6,134.59	Dividends Declared.....	315,000.00
Change.....	5,922.59	Miscellaneous Current Liabilities..	59,420.01
Marketable Securities.....	771,893.24	Change.....	4,577.78
Change.....	771,893.24		
Material and Supplies.....	554,282.12	ACCRUED LIABILITIES:	
Change.....	56,531.37*	Taxes Accrued.....	321,414.57
Prepayments.....	26,664.06	Change.....	53,562.69
Change.....	8,159.65	Interest Accrued.....	146,274.86
MISCELLANEOUS ASSETS:		Change.....	12,809.04
Investments in Affiliated Com-		Advances to Affiliated Companies	140,000.00
panies.....	6,467,553.98	Change.....	54,000.00
Change.....	73,256.63	RESERVES:	
Miscellaneous Investments.....	10,711.00	Retirement Reserve.....	8,407,941.44
Change.....	50,711.06*	Change.....	1,225,445.53
Sinking Funds.....	7,627.94	Casualty and Insurance Reserves..	1,040,353.48
Change.....	15,166.88*	Change.....	80,896.12
Miscellaneous Special Funds.....	35,044.64	Contributions to Extensions.....	44,466.09
Change.....	2,246.11	Change.....	20,816.82
Special Deposits.....	3,478.88	Miscellaneous Reserves.....	47,400.00
SUSPENSE:		Profit and Loss—Surplus.....	1,902,458.12
Unamortized Debt Expense.....	469,490.27	Change.....	174,993.55
Change.....	40,825.20*		
Clearing and Apportionment Ac-			
counts.....	11.65*		
Change.....	11.65*		
Work in Progress.....	95,815.43		
Change.....	129,333.94*		
Miscellaneous Suspense.....	10,771.96		
Change.....	10,941.17*		
ADJUSTMENT ACCOUNTS:			
Reacquired Securities—Bonds.....	26,817.50		
Total.....	\$52,084,456.04	Total.....	\$52,084,456.04
Change.....	1,814,647.60	Change.....	1,814,647.60

*Decrease.

STATISTICS—STREET RAILWAY—CHARLOTTE

	1930	1931
Rotary converters, number.....	4	4
Rotary converters, capacity (K.W.).....	1,850	1,900
Kwhrs received.....	5,481,697	5,538,555
Passengers carried, number.....	7,649,106	6,641,622
Cars operated, average number.....	36	36
Car miles operated.....	2,005,005	2,060,523
Cars owned:		
Passenger.....	47	51
Freight and express.....	5	5
Total.....	52	56
Track, route miles.....	39.10	25.188
Track, total miles.....	48.90	35.288
Fare, average.....		.06467

No busses operated in connection with railway.

STATISTICS—STREET RAILWAY—WINSTON-SALEM

	1930	1931
Rotary converters, number.....	2	2
Rotary converters, capacity (K.W.).....	1,000	1,000
Passengers carried, number.....	2,062,243	1,892,133
Cars operated, average number.....	18	16
Car miles operated.....	722,445	729,189
Cars owned:		
Passenger.....	31	31
Freight and express.....	3	3
Total.....	34	34
Track, route miles.....	9.114	9.114
Track, total miles.....	10.049	10.049
Fare, average.....		.065
BUSES OPERATED IN CONNECTION WITH RAILWAY:		
Busses, owned.....	19	18
Busses, seating capacity.....	387	366
Busses, operated, number.....	13	13
Busses operated, seating capacity.....	277	276
Length of route, miles.....	40.6	22
Car miles operated.....	466,729	470,250
Passengers carried.....	1,321,305	1,221,234
Fare, average.....	.0652	.06233

STATISTICS—GAS—CHARLOTTE

	1930	1931
Coal gas benches.....	8	8
Coal gas benches, capacity (M.C.F.).....	800	800
Water gas sets, number.....	3	3
Water gas sets, capacity (M.C.F.).....	1,300	1,660
Holder capacity.....	940	940
Coal gas produced (M.C.F.).....	187,153	211,199
Water gas produced (M.C.F.).....	163,390	126,011

	1930	1931
Total gas produced (M.C.F.).....	350,543	337,210
Gas used by the company.....		455
Gas unaccounted for.....	23,443	28,213
Gas sold.....	327,100	308,542
Coal carbonized, tons.....	13,642	17,810
Coal, average cost.....		\$4.75
Oil used, gallons.....	509,633	378,353
Oil, average cost.....		.0556
Coke produced, tons.....	8,791	12,072
Coke, average value.....		\$4.00
Tar produced, gallons.....		207,223
Tar, average value.....		.02
Mains, miles.....	90.75	92.47
Customers, number.....	7,187	7,000

STATISTICS—GAS—MOUNT AIRY

	1930	1931
Butane vapor.....		
Gas produced.....	770.7	3,271.1
Gas used by company.....	54.4	262
Gas unaccounted for.....	496	442
Gas sold.....	220.3	2,567
Butane used, gallons.....	5,545	
Mains, miles.....	7.5	7.5
Customers, number.....	54	106

STATISTICS—GAS—SOUTH CAROLINA CITIES COMBINED—1931

Coal gas benches, number.....	15
Coal gas benches, capacity (M.C.F.).....	1,060
Water gas sets, number.....	2
Water gas sets, capacity (M.C.F.).....	838
Holder capacity (M.C.F.).....	605
Coal gas produced (M.C.F.).....	272,785
Water gas produced (M.C.F.).....	1,886
Butane gas produced (M.C.F.).....	1,247
Total gas produced (M.C.F.).....	275,918
Used by company (M.C.F.).....	294
Gas unaccounted for (M.C.F.).....	85,197
Gas sold (M.C.F.).....	190,427
Coal carbonized, tons.....	19,615
Coal, average cost.....	\$4.36
Oil used, gallons.....	16,715
Oil, average cost.....	.0644
Coke produced, tons.....	15,165
Coke, average value.....	\$4.00
Tar produced, gallons.....	252,416
Tar, average value.....	.02
Mains, miles.....	122.72
Customers, number.....	5,460

TIDE WATER POWER COMPANY

Incorporated February 26, 1907, under the Laws of North Carolina.

Main office: Wilmington, N. C.

Officers (1930-31): President, A. W. Higgins, Alexandria, Va.; Vice-President, F. A. Maathes, Wilmington; Secretary-Treasurer, L. D. Latta, Wilmington.

CITIES AND TOWNS SERVED WITH ELECTRICITY—WHOLESALE

1931: Hookerton, Newport.

CITIES AND TOWNS SERVED WITH ELECTRICITY—RETAIL

1930: Abbottsburg, Acme, Alliance, Arapahoe, Ashton, Atkinson, Audubon, Bayboro, Belgrade, Beulaville, Bolton, Bowdens, Bridgeton, Brunswick, Burgaw, Calypso, Carolina Beach, Cash Corner, Castle Hayne, Catherine Lake, Cerro Gordo, Chadbourn, Charity Crossing, Chinquapin, Cove, Clarkton, Currie, Deep Run, Deleo, Delgado, Dover, Dublin, Eagle Island, East Wilmington, Elizabethtown, Evergreen, Fairbluff, Faison, Forest Hills, Freeman, Garden City, Garland, Graingers, Grantsboro, Grifton, Hallsboro, Hallsville, Ingold, Jacksonville, James City, Jason, Kellum, Kenansville, Lake Waccamaw, Leland, Long Creek, Maco, Magnolia, Masonboro, Maysville, Mount Tabor, Navassa, Oleander, Oriental, Pink Hill, Pollocksville, Red Bug, Reelsboro, Richlands, Rocky Point, Rooks, Rose Hill, St. Helena, Seagate, Seven Springs, Shore Acres, Stonewall, Sunset Park, Swanboro, Teachey's, Trenton, Turkey, Vandemere, Vineland, Wallace, Wananish, Warsaw, Watha, White Lake, Whiteville, Willard, Wilmington, Wilmington Beach, Winter Park, Winter Park Gardens, Woodburn, Wrightsboro, Wrightsville, Wrightsville Beach.

1931: Additions: Armour, Beaufort, Caswell, Claybrick, Harbor Island, Hubert Institute, Morehead City, Silverdale, Snow Hill, Wildwood. Eliminations: Forest Hills, Shore Acres.

CITIES SERVED WITH GAS

1930: Wilmington, Wrightsville Beach.

1931: Wilmington, Wrightsville Beach, Fayetteville, Goldsboro, Washington, New Bern, Kinston. (Greenville part of year. Sold to Greenville.)

STREET RAILWAYS

Wilmington, Wrightsville Beach.

CITIES AND TOWNS SERVED WITH WATER—1931

Snow Hill, Beaufort, Morehead City.

OPERATING REVENUE AND EXPENSES

	1930	1931
ALL DIVISIONS:		
Operating revenue.....	\$ 1,382,757.78	\$ 1,499,705.81
Operating expenses*.....	674,017.19	752,169.84
ELECTRIC DIVISION:		
Operating revenue.....	979,949.50	985,862.10
Operating expenses*.....	427,590.75	438,833.39
GAS DIVISION:		
Operating revenue:		
Wilmington.....	220,258.18	215,225.65
Fayetteville.....		28,961.61
Goldsboro.....		29,885.30
Kinston.....		26,745.16
Greenville.....		8,744.03
Washington.....		22,220.77
New Bern.....		20,344.65
Total.....	220,258.18	352,127.17
Operating expenses:*		
Wilmington.....	107,087.66	106,919.75
Fayetteville.....		17,153.41
Goldsboro.....		21,004.69
Kinston.....		16,024.91
Greenville.....		7,625.91
Washington.....		14,493.32
New Bern.....		14,370.25
Total.....	107,087.66	197,592.24
STREET RAILWAY DIVISION:		
Operating revenue.....	178,749.98	155,962.10
Operating expenses*.....	134,785.85	112,236.90
WATER DIVISION:		
Operating revenue.....		5,754.44
Operating expenses*.....		3,580.84

*Exclusive of taxes, etc.

STATISTICS—ELECTRIC

	1930	1931
PLANTS, CAPACITY:		
Hydro.....	0	0
Steam.....	11,500	13,080
CURRENT:		
Generated:		
Hydro.....		
Steam.....	21,897,100	21,869,970
Total.....	21,897,100	21,869,970
Purchased.....	9,047,550	10,745,062
Total.....	30,944,650	32,615,032
Used by company.....	2,247,620	3,503,306
Unaccounted for.....	6,486,077	5,927,940
Sold.....	22,210,953	23,183,786
Customers, number.....	12,572	14,392

STATISTICS—GAS—WILMINGTON

	1930	1931
Coal gas benches, number.....	18	3
Coal gas benches, capacity (M.C.F.).....	200	200
Water gas sets, number.....	2	2
Water gas sets, capacity (M.C.F.).....	1,500	800
Holder capacity (M.C.F.).....	270	270
Coal gas produced (M.C.F.).....	70,302	78,309
Water gas produced (M.C.F.).....	66,888	54,530
Total gas produced (M.C.F.).....	137,190	132,839
Used by company (M.C.F.).....	2,580.8	2,729.2
Gas unaccounted for (M.C.F.).....	12,926.4	9,928.5
Gas sales.....	121,682.8	120,181.3
Coal carbonized, tons.....	5,898.2	6,491.7
Coal, average cost.....		\$5.50
Oil used, gallons.....	226,354	187,530
Oil, average cost.....		.058
Coke produced, tons.....	3,910.3	4,293.8
Coke, average value.....		\$5.50
Tar produced, gallons.....	65,734	72,759
Tar, average value.....		.02
Mains, miles.....	72.69	72.52
Customers, number.....	3,522	3,578

STATISTICS—GAS—1931

	Fayetteville	Goldsboro	Kinston
Water gas sets, number.....	2	2	1
Water gas sets, capacity (M.C.F.).....	400	400	400
Holder capacity (M.C.F.).....	70	130	115
Water gas produced (M.C.F.).....	16,054.4	21,066.1	19,641.3
Gas used by company (M.C.F.).....	52.2	74.7	98.2
Gas unaccounted for (M.C.F.).....	2,022.7	5,680.6	4,110.7
Gas sales (M.C.F.).....	13,970.5	15,310.8	15,432.4
Oil used, gallons.....	44,460	61,033	56,696
Oil, average cost.....	.058	.058	.057
Tar produced, gallons.....	3,498	2,148	4,955
Tar, average value.....	.02	.02	.02
Mains, miles.....	23.57	9.68	15.50
Customers, number.....	689	794	686
	Washington	New Bern	Greenville
Water gas sets, number.....	2	2	1
Water gas sets, capacity (M.C.F.).....	300	300	300
Holder capacity (M.C.F.).....	57	45	50
Water gas produced (M.C.F.).....	14,181.3	11,709.3	7,259
Gas used by company (M.C.F.).....	98.8	77.7	65.9
Gas unaccounted for (M.C.F.).....	3,237	1,972	2,556.4
Gas sales (M.C.F.).....	10,845.5	9,659.6	4,636.7
Oil used, gallons.....	41,064	34,599	20,519
Oil, average cost.....	.056	.058	.058
Tar produced, gallons.....	3,570	2,685	1,266
Tar, average value.....	.02	.02	.02
Mains, miles.....	13.85	14.99	-----
Customers, number.....	610	598	-----

STATISTICS—STREET RAILWAY

	1930	1931
Rotary converters, number.....	4	4
Rotary converters, capacity (K.W.).....	1,600	1,600
Kwhrs received.....	1,818,136	1,639,900
Passengers carried, number.....	2,076,374	1,508,686
Cars, average number operated.....	21	18
Car miles operated.....	786,168	711,797
Cars owned:		
Passenger.....	33	33
Freight and express.....	14	6
Total.....	47	39
Track, route miles.....	21.40	21.40
Track total.....	32.53	32.53
BUSSES OPERATED IN CONNECTION WITH RAILWAY:		
Number owned.....	2	2
Seating capacity.....	36	36
Number operated, average daily.....	1	1
Seating capacity.....	18	18
Car miles operated.....	43,973	42,630
Passengers carried, number.....	42,954	39,645
Fare, average.....	.088	.099

STATISTICS—WATER—1931

Supply: Deep wells:	
Wells, number.....	
Storage capacity.....	280,000
Electric energy used (K.W.H.).....	36,652
Water sold, gallons.....	7,471,300
Customers, number.....	1,250

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$ 8,924,908.61	Capital Stock.....	\$ 4,103,996.76
Change.....	266,964.50	Change.....	68,383.12
CURRENT ASSETS:		Capital Stock Subscribed.....	24,087.00
Cash.....	46,696.58	Change.....	24,087.00
Change.....	12,290.34*	Long Term Debt.....	5,300,000.00
Notes Receivable.....	8,078.35	CURRENT LIABILITIES:	
Change.....	4,929.82	Notes Payable.....	21,530.00
Accounts Receivable.....	204,610.13	Change.....	3,300.00
Change.....	30,585.36	Accounts Payable.....	91,622.92
Interest and Dividends Receivable.....	73.97	Change.....	2,925.57
Change.....	10,911.04*	Consumers' Deposits.....	57,513.91
INVENTORIES AND PREPAID EXPENSES:		Change.....	659.04*
Material and Supplies.....	157,364.62	Miscellaneous Current Liabilities.....	5,751.27
Change.....	18,046.97	Change.....	20.17*
Prepayments.....	9,728.20	ACCRUED LIABILITIES:	
Change.....	9,033.12	Taxes Accrued.....	72,447.94
Miscellaneous Current Assets.....	18,702.25	Change.....	35,881.93
Change.....	18,113.89	Interest Accrued.....	111,147.84
MISCELLANEOUS ASSETS:		Change.....	18.99
Investments in Affiliated Companies.....	13,732.64	Miscellaneous Accrued Liabilities.....	7,000.00
Change.....	923,790.29*	Change.....	5,000.00*
Miscellaneous Investments.....	136,387.39	Advances to Affiliated Companies.....	231,937.50
Change.....	3,932.64	Change.....	231,937.50
Special Deposits.....	25.00	RESERVES:	
SUSPENSE:		Retirement Reserve.....	809,590.44
Unamortized Debt Expense.....	535,810.12	Change.....	25,908.76
Change.....	10,701.18	Casualty and Insurance Reserves.....	14,218.65
Jobbing Accounts.....	7,695.48	Change.....	8,777.65*
Change.....	3,032.80	Miscellaneous Reserves.....	27,920.27
Clearing and Apportionment Accounts.....	173.14*	Change.....	1,340.25*
Change.....	173.14*	Miscellaneous Unadjusted Credits.....	3,449.82
Work in Progress.....	12,760.07	Change.....	3,441.05
Change.....	14,390.90	Profit and Loss—Surplus.....	137,163.88
Miscellaneous Suspense.....	12,977.93	Change.....	31,356.63
Change.....	13,772.75		
ADJUSTMENT ACCOUNTS:			
Treasury Securities.....	930,000.00		
Change.....	930,000.00		
Total.....	\$11,019,378.20	Total.....	\$11,019,378.20
Change.....	353,109.90	Change.....	355,109.90

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$11,120,544.05	Capital Stock.....	\$ 4,103,996.76
Change.....	2,195,635.44	Capital Stock Subscribed.....	142,568.00
		Change.....	118,481.00
CURRENT ASSETS:		Long Term Debt.....	6,300,000.00
Cash.....	93,813.29	Change.....	1,000,000.00
Change.....	47,116.71		
Notes Receivable.....	616,379.44	CURRENT LIABILITIES:	
Change.....	608,301.09	Notes Payable.....	299,130.00
Accounts Receivable.....	255,561.26	Change.....	218,595.77
Change.....	50,951.13	Accounts Payable.....	115,686.99
Interest and Dividends Receivable	17,282.63	Change.....	150,953.18*
Change.....	17,208.66	Consumers' Deposits.....	65,978.18
		Change.....	8,464.27
INVENTORIES AND PREPAID EX- PENSES:		Dividends Declared.....	12,015.96
Material and Supplies.....	119,168.49	Change.....	5,015.96
Change.....	38,196.13*	Miscellaneous Current Liabilities..	3,499.62
Prepayments.....	7,583.22	Change.....	167.67*
Change.....	2,144.98*	ACCRUED LIABILITIES:	
Miscellaneous Current Assets.....	170,711.24	Taxes Accrued.....	135,128.20
Change.....	152,008.99	Change.....	62,680.26
		Interest Accrued.....	132,126.93
MISCELLANEOUS ASSETS:		Change.....	20,979.09
Investments in Affiliated Com- panies.....	19,982.64	RESERVES:	
Change.....	6,250.00	Retirement Reserve.....	1,055,197.53
Miscellaneous Investments.....	140,115.20	Change.....	245,607.09
Change.....	3,727.81	Casualty and Insurance Reserves..	10,612.10
Special Deposits.....	25.00	Change.....	3,606.55*
		Miscellaneous Reserves.....	28,792.19
SUSPENSE:		Change.....	871.92
Unamortized Debt Expense.....	658,593.94	Miscellaneous Unadjusted Credits	8,231.34
Change.....	129,446.07	Change.....	4,781.52
Jobbing Accounts.....	545.53	Profit and Loss—Surplus.....	146,333.09
Change.....	7,149.95*	Change.....	9,169.21
Clearing and Apportionment Ac- counts.....	1,653.62*	Capital Surplus.....	697,069.22
Change.....	1,493.92*	Change.....	697,069.22
Work in Progress.....	23,413.99		
Change.....	10,653.92		
Miscellaneous Suspense.....	14,299.81		
Change.....	5,326.93*		
ADJUSTMENT ACCOUNTS:			
Reacquired Securities.....			
Change.....	930,000.00*		
Total.....	\$13,256,366.11	Total.....	\$13,256,366.11
Change.....	2,236,987.91	Change.....	2,236,987.91

*Decrease.

VIRGINIA ELECTRIC AND POWER COMPANY

Incorporated June 29, 1909, under the Laws of Virginia.

Main office: Richmond, Va.

Officers (1930-31): President, J. G. Holtzclaw, Richmond; Vice-Presidents, W. E. Wood, New York; Joseph Bowes, T. Norman Jones, Jr., T. Justin Moore, Richmond, R. J. Throckmorton, Norfolk, Va.; C. W. Kellogg, New York; Donald C. Barnes, New York; Jos. T. Chase, Roanoke Rapids, N. C.; Secretary, W. T. Crawford, New York; Treasurer, G. B. Williams, Richmond, Va.

CITIES SERVED WITH ELECTRICITY, WHOLESALE—NORTH CAROLINA

1930-31: Elizabeth City, Hertford, Edenton, Scotland Neck.

CITIES SERVED WITH ELECTRICITY, RETAIL—NORTH CAROLINA

1930: Roanoke Rapids, Weldon, Rosemary, Murfreesboro, Winton, Ahoskie, Williamston, Plymouth, Columbia, etc.

1931: Ahoskie, Aulander, Battleboro, Bethel, Columbia, Conetoe, Creswell, Everetts, Garysburg, Gatesville, Halifax, Jackson, Jarrsville, Kelford, Lewiston, Margarettsville, Milwaukee, Murfreesboro, Plymouth, Rich Square, Roanoke Rapids, Roper, Roxobel, Seaboard, Severn, South Mills, Speed, Weldon, Whitakers, Williamston, Winfall, Winton, Woodland, Woodville.

OPERATING REVENUE AND EXPENSES

	1930	1931
ALL DIVISIONS:		
Operating revenue.....	\$ 16,416,360.54	\$ 16,801,144.36
Operating expenses*.....	7,703,669.78	7,543,786.78
ELECTRIC DIVISION:		
Operating revenue.....	10,297,985.06	10,595,068.16
Operating expenses*.....	4,017,522.82	3,731,329.46
ELECTRIC DIVISION—North Carolina:		
Operating revenue.....	862,207.45	845,519.39
Operating expenses*.....	417,578.12	416,315.79

STATISTICS—ELECTRIC—ENTIRE

	1930	1931
PLANTS, CAPACITY:		
Hydro.....	28,750	28,050
Steam.....	132,860	132,700
Oil.....	92	92
Total.....	161,702	160,842
CURRENT:		
Generated:		
Hydro.....	83,760,260	97,103,846
Steam.....	389,162,646	310,301,519
Total.....	472,922,906	407,405,365
Purchased.....	54,582,432	127,223,618
Total.....	527,505,338	534,628,983
Used by company.....	40,016,772	38,319,335
Unaccounted for.....	84,088,473	70,071,828
Sold.....	403,400,093	426,237,820
Customers, number.....	114,473	116,901

STATISTICS—ELECTRIC—NORTH CAROLINA

	1930	1931
PLANTS, CAPACITY:		
Hydro.....	5,600	5,600
Steam.....	3,500	3,500
Oil.....	92	92
Total.....	9,192	9,192
CURRENT:		
Generated:		
Hydro.....	28,349,060	29,888,380
Steam.....	66,800	4,850
Total.....	28,415,860	29,893,230
Purchased.....	48,175,732	113,198,318
Total.....	76,591,592	143,091,548
Used by company.....	84,937	319,382
Unaccounted for.....	6,886,929	12,082,072
Exported.....	18,063,211	76,044,445
Customers.....	5,441	5,728

BALANCE SHEET—1930

Assets	Balance December 31, 1930	Liabilities	Balance December 31, 1930
Fixed Capital.....	\$78,224,112.84	Capital Stock.....	\$34,286,974.26
Change.....	7,441,324.12	Change.....	4,386,114.26
CURRENT ASSETS:		Premium on Capital Stock.....	
Cash.....	1,108,674.77	Change.....	26,269.00*
Change.....	183,470.85*	Long Term Debt.....	39,168,075.33
Notes Receivable.....	42,718.35	Change.....	39,899.35*
Change.....	4,538.54	CURRENT LIABILITIES:	
Accounts Receivable.....	1,470,575.36	Notes Payable.....	1,800,000.00
Change.....	182,235.70	Change.....	800,000.00
Interest and Dividends Receivable	2,129.62	Accounts Payable.....	360,586.23
Change.....	393.07*	Change.....	4,814.81
INVENTORIES AND PREPAID EX- PENSES:		Consumers' Deposit.....	262,288.85
Material and Supplies.....	824,545.02	Change.....	49,096.40
Change.....	89,105.35	Preferred Stock Subscribed for...	47,799.00
Prepayments.....	202,864.53	Change.....	47,799.00
Change.....	55,576.38	Miscellaneous Current Liabilities.	48,145.03
Miscellaneous Current Assets.....	7,506.10	Change.....	10,442.13*
Change.....	7,506.10	ACCRUED LIABILITIES:	
MISCELLANEOUS ASSETS:		Taxes Accrued.....	421,732.27
Investments in Affiliated Com- panies.....	1,292,654.91	Change.....	86,475.96
Change.....	1,042,079.25*	Interest Accrued.....	265,664.67
Miscellaneous Investments.....	12,662.00	Change.....	12,587.89
Change.....	2.00	Miscellaneous Accrued Liabilities.	6,200.10
Sinking Funds.....	6,254,179.86	Change.....	412.22
Change.....	515,893.20	Advances from Affiliated Com- panies.....	18,000.00
Special Deposits.....	421,465.62	RESERVES:	
Change.....	22,642.46*	Retirement Reserve.....	10,037,382.14
SUSPENSE:		Change.....	1,344,440.34
Unamortized Debt Expense.....	1,083,928.31	Contributions to Extensions.....	75,383.93
Change.....	106,358.50	Change.....	15,717.81
Miscellaneous Suspense.....	130,390.36	Miscellaneous Reserves.....	116,177.23
Change.....	98,826.46	Change.....	27,834.34*
ADJUSTMENT ACCOUNTS:		Miscellaneous Unadjusted Credits	149,698.97
Reacquired Securities—Bonds.....	155,000.00	Change.....	68,889.80*
Change.....	26,000.00	Profit and Loss—Surplus.....	4,520,299.64
Treasury Securities—Bonds.....	351,000.00	Change.....	439,939.65
Total.....	\$91,584,407.65	Total.....	\$91,584,407.65
Change.....	7,014,063.72	Change.....	7,014,063.72

*Decrease.

BALANCE SHEET—1931

Assets	Balance December 31, 1931	Liabilities	Balance December 31, 1931
Fixed Capital.....	\$79,770,429.39	Capital Stock.....	\$34,354,728.76
Change.....	1,546,316.55	Change.....	67,754.50
CURRENT ASSETS:		Capital Stock Subscribed.....	3,222.00
Cash.....	909,454.42	Change.....	44,577.00*
Change.....	199,220.35*	Long Term Debt.....	39,155,000.00
Notes Receivable.....	86,567.70	Change.....	13,075.33*
Change.....	43,849.35	CURRENT LIABILITIES:	
Accounts Receivable.....	1,660,007.89	Notes Payable.....	3,840,000.00
Change.....	189,432.53	Change.....	2,040,000.00
Interest and Dividends Receivable	9,583.15	Accounts Payable.....	318,541.07
Change.....	7,453.53	Change.....	42,045.16*
INVENTORIES AND PREPAID EX- PENSES:		Consumers' Deposits.....	258,728.22
Material and Supplies.....	735,294.36	Change.....	3,560.63*
Change.....	89,250.66*	Miscellaneous Current Liabilities..	41,231.65
Prepayments.....	74,082.68	Change.....	6,913.38*
Change.....	128,781.85*	ACCRUED LIABILITIES:	
Subscribed to Capital Stock.....	1,875.99	Taxes Accrued.....	476,770.87
Change.....	5,630.11*	Change.....	55,038.60
MISCELLANEOUS ASSETS:		Interest Accrued.....	273,807.32
Investments in Affiliated Com- panies.....	982,173.06	Change.....	8,142.65
Change.....	310,481.85*	Miscellaneous Accrued Liabilities..	7,394.95
Miscellaneous Investments.....	48,543.00	Change.....	1,194.85
Change.....	35,881.00	Advances from Affiliated Com- panies.....	18,000.00
Sinking Funds.....	6,789,848.93	RESERVES:	
Change.....	535,669.07	Retirement Reserve.....	9,686,053.66
Special Deposits.....	416,170.12	Change.....	351,328.48
Change.....	5,295.50*	Contributions to Extensions.....	80,866.26
SUSPENSE:		Change.....	5,482.33
Unamortized Debt Expense.....	981,490.43	Miscellaneous Reserves.....	62,738.91
Change.....	102,437.88*	Change.....	53,438.32
Miscellaneous Suspense.....	256,951.82	Miscellaneous Unadjusted Credits	204,027.47
Change.....	126,561.46	Change.....	54,328.50
ADJUSTMENT ACCOUNTS:		Profit and Loss—Surplus.....	4,409,361.80
Reacquired Securities.....	117,000.00	Change.....	110,937.84*
Change.....	38,000.00*		
Treasury Securities.....	351,000.00		
Total.....	\$93,190,472.94	Total.....	\$93,190,472.94
Change.....	1,606,065.29	Change.....	1,606,065.29

*Decrease.

MINOR ELECTRIC LIGHT AND POWER COMPANIES

	Value Plant and Equipment		Gross Revenue		Gross Expenses	
	1930	1931	1930	1931	1930	1931
Blowing Rock Light and Power Company*			\$ 8,251.72		\$ 3,721.80	
Blowing Rock, N. C.	(1)	\$ 5,994.78	(1)	\$ 576.80	(1)	\$ 597.65
Ball's Creek Light and Power Company	(1)	9,416.91	(1)	4,176.64	(1)	3,665.20
Catawba, N. C.	(1)	3,000.00	(1)		(1)	
Bath Electric Company						
Bath, N. C.						
Bellwood Lighting Company						
Bellwood, N. C.						
Burke Electric Company	\$ 15,471.58	15,608.33	6,074.64	7,059.54	4,361.53	6,369.75
Charlotte, N. C.	(1)	474,545.21	(1)	12,260.52	(1)	16,284.57
Carolina Mountain Power Company	225,647.61	220,925.92	169,062.21	176,011.18	86,777.76	110,524.70
Philadelphia, Pa.	(1)					
Catawba Valley Light and Power Company	(1)	8,479.02	(1)	2,353.22	(1)	2,377.43
Charlotte, N. C.						
Cold Water Power and Light Company	(1)	29,089.66	11,145.07	12,565.36	10,400.98	9,760.48
Concord, N. C.						
County Service Company	26,631.61	1,500.00	(1)	693.49	(1)	519.15
Charlotte, N. C.	(1)	2,924.79	(1)	1,221.35	(1)	735.33
Crisp Power Company	(1)					
Macesfield, N. C., R. F. D. No. 1.	(1)					
Crouse Electric Line						
Crouse, N. C.	1,500.00	(1)	1,224.85	(1)	984.75	(1)
Dallas Rural Light Company						
Dallas, N. C.	35,580.23	35,560.23	18,394.25	17,507.30	10,469.58	13,402.74
Dillsboro and Sylva Light and Power Company						
Dillsboro, N. C.	(1)	700.00	(1)	221.11	(1)	228.99
East Side Electric Company						
Newton, N. C.						

Farm Light Company	(1)	100.00	(1)	480.00	(1)	546.50
Maiden, N. C.					311.41	321.00
Gulwood Light and Power Company		2,275.00	397.10	394.10		
Concord, N. C., R. F. D. No. 2.						
Huntersville Light and Power Company	(1)	3,000.00†	(1)	1,879.37	(1)	1,320.54
Huntersville, N. C.						
Laurel Hill Electric Company	5,465.19	5,465.19	3,955.05	3,712.18	3,039.46	3,306.80
Laurel Hill, N. C.	(1)	1,500.00	(1)	1,207.99	(1)	1,198.99
Loray Light and Power Company						
Loray, N. C.	(1)	1,300.00	(1)	321.20	(1)	321.20
Mays Chapel Light and Power Company						
Maiden, N. C.	18,130.39	18,130.39	5,623.36	6,803.91	3,595.86	2,780.14
Mountain Retreat Association						
Montreat, N. C.						
Nantahala Power and Light Company	3,235,058.11	3,384,946.55	49,309.58	51,522.27	79,255.69	108,096.04
Bryson City, N. C.						
Northwest Carolina Utilities Company	1,656,637.90	1,757,116.52	132,319.60	121,327.99	80,077.99	133,989.38
Burnsville, N. C.						
Palmtree Mutual Lighting Company	(1)	400.00	(1)	480.00	(1)	480.00
Lawndale, N. C.						
Pinehurst, Incorporated	(1)		(1)	38,225.41		29,364.97
Pinehurst, N. C.						
Providence Road Community	(1)	12,000.00	(1)	6,232.61	(1)	4,478.59
Charlotte, N. C., R. F. D. No. 1.						
Roanoke Utilities Company	(1)	24,111.64	(1)	9,174.52	(1) *	6,808.19
Manteo, N. C.						
Rocky River Power Company	68,668.00	(1)	4,691.50	(1)	9,221.10	(1)
Cummock, N. C.						
St. James Light and Power Company	(1)	1,830.00	(1)	532.00	(1)	532.00
Newton, N. C.						
Sandy Mush Light and Power Company	(1)	750.00	(1)	160.00	(1)	160.00
Forest City, N. C.						
Sharon Light and Power Company	(1)	390.00	(1)		(1)	
Shelby, N. C., R. F. D. No. 3.						
Sharon Light Company	(1)	2,000.00	(1)	1,233.06	(1)	1,075.17
Catawba, N. C.						

MINOR ELECTRIC LIGHT AND POWER COMPANIES—Continued

	Value Plant and Equipment		Gross Revenue		Gross Expenses	
	1930	1931	1930	1931	1930	1931
Southern States Power Company..... Murphy, N. C.	\$ 600,000.00†	-----	\$ 34,473.73	\$ 23,044.05	\$ 29,701.75	\$ 27,751.51
Virginia Carolina Power Company..... Richmond, Va.	1,096,762.22	\$ 846,850.04	174,248.42	161,020.63	102,920.89	110,881.86
Yanceyville Telephone and Electric Company..... Columbus, O.	(1)	21,680.26	(1)	3,006.22	(1)	3,430.63
	\$ 6,985,532.84	\$ 6,889,590.44	\$ 619,172.08	\$ 665,404.02	\$ 424,840.55	\$ 601,309.50

* For Period January 1 to April 1, 1930—Sold to Northwest Carolina Utilities Company.

† Estimated.

(1) No report.

	Kwhrs. Generated		Kwhrs. Purchased		Kwhrs. Sold	
	1930	1931	1930	1931	1930	1931
Blowing Rock Light and Power Company*	212,560				174,612	
Blowing Rock, N. C.	(1)		(1)	14,330	(1)	8,060
Ball's Creek Light and Power Company	(1)		(1)	59,845	(1)	38,816
Catawba, N. C.	(1)					
Bath Electric Company	(1)					
Bath, N. C.	(1)					
Bellwood Lighting Company						
Bellwood, N. C.			185,600	228,900	176,653	219,007
Burke Electric Company			(1)	193,670	(1)	6,062,012
Charlotte, N. C.	(1)	5,921,350				
Carolina Mountain Power Company			11,533,000	11,976,000	10,215,012	10,550,580
Philadelphia, Pa.			(1)		(1)	
Catawba Valley Light and Power Company						
Charlotte, N. C.	(1)		(1)	516,100	(1)	516,100
Cold Water Power and Light Company						
Concord, N. C.			204,339	230,571	147,788	176,080
County Service Company						
Charlotte, N. C.	(1)		(1)	7,330	(1)	7,330
Crisp Power Company	(1)		(1)	21,120	(1)	21,120
Macesfield, N. C., R. F. D. No. 1.	(1)		(1)		(1)	
Crouse Electric Line						
Crouse, N. C.		(1)	12,248	(1)	(1)	(1)
Dallas Rural Light Company						
Dallas, N. C.	283,200	265,000			283,200	265,000
Dillsboro & Sylva Light and Power Company						
Dillsboro, N. C.	(1)		(1)	3,450	(1)	3,450
East Side Electric Company						
Newton, N. C.						

MINOR ELECTRIC LIGHT AND POWER COMPANIES—Continued

	Kwhrs. Generated		Kwhrs. Purchased		Kwhrs. Sold	
	1930	1931	1930	1931	1930	1931
Farm Light Company ----- Maiden, N. C.	(1)	-----	(1)	9,600	(1)	9,600
Gulwood Light and Power Company ----- Concord, N. C., R. F. D. No. 2.	-----	-----	3,406	3,366	3,406	3,366
Huntersville Light and Power Company ----- Huntersville, N. C.	(1)	-----	(1)	38,000	(1)	20,353
Laurel Hill Electric Company ----- Laurel Hill, N. C.	-----	-----	58,960	51,750	37,356	38,670
Loray Light and Power Company ----- Loray, N. C.	(1)	-----	(1)	120,799	(1)	120,799
Mays Chapel Light and Power Company ----- Maiden, N. C.	(1)	-----	(1)	5,824	(1)	5,824
Mountain Retreat Association ----- Montreat, N. C.	43,192	41,250	32,420	-----	60,202	41,250
Nantahala Power and Light Company ----- Bryson City, N. C.	4,122,909	6,340,598	151,276	93,920	3,232,968	4,124,042
Northwest Carolina Utilities Company ----- Burnsville, N. C.	2,766,773	2,464,000	-----	148,300	1,847,248	2,053,219
Palmtree Mutual Lighting Company ----- Lawndale, N. C.	(1)	-----	(1)	2,400	(1)	2,400
Pinehurst Incorporated ----- Pinehurst, N. C.	(1)	-----	(1)	1,201,600	(1)	485,038
Providence Road Community ----- Charlotte, N. C., R. F. D. No. 1.	(1)	-----	(1)	124,510	(1)	114,870
Roanoke Utilities Company ----- Manteo, N. C.	(1)	65,722	(1)	-----	(1)	65,722
Rocky River Power Company ----- Cummock, N. C.	312,900	(1)	-----	(1)	312,900	(1)

St. James Light and Power Company----- Newton, N. C.	(1)	-----	(1)	5,320	(1)	5,320
Sandy Mush Light and Power Company----- Forest City, N. C.	(1)	-----	(1)	1,333	(1)	1,333
Sharon Light and Power Company----- Shelby, N. C., R. F. D. No. 3.	(1)	-----	(1)	5,000	(1)	5,000
Sharon Light Company----- Catawba, N. C.	(1)	-----	(1)	30,000	(1)	30,000
Southern States Power Company----- Murphy, N. C.	587,060	518,010	-----	-----	298,995	291,026
Virginia Carolina Power Company----- Richmond, Va.	-----	-----	30,972,500	22,567,800	30,972,500	22,567,800
Yanceyville Telephone and Electric Company----- Columbus, O.	(1)	-----	(1)	39,000	(1)	26,678
	8,328,594	15,624,930	43,153,749	37,699,638	47,762,840	47,879,865

* For Period January 1 to April 1, 1930.

(1) No report.

MAJOR TELEPHONE COMPANIES

Name of Company	Location Home Office	Value Plant and Equipment		Operating Revenue		Operating Expenses	
		1930	1931	1930	1931	1930	1931
Albemarle Telephone Company.....	Albemarle.....	\$ 63,257.29	\$ 72,228.77	\$ 32,740.30	\$ 34,968.34	\$ 22,565.29	\$ 24,868.51
Carolina Telephone and Telegraph Company.....	Tarboro.....	4,387,877.47	4,468,264.82	1,310,836.41	1,235,183.31	981,118.64	952,104.56
Central Carolina Telephone Company.....	Siler City.....	563,747.32	599,395.67	103,991.29	108,649.95	92,099.94	77,593.12
Chapel Hill Telephone Company.....	Chapel Hill.....	73,215.42	73,215.42	31,372.15	32,101.21	16,111.09	15,000.00
Concord Telephone Company.....	Concord.....	216,542.40	221,605.07	85,464.56	86,583.25	72,452.19	56,553.83
Heins Telephone Company.....	Sanford.....	55,631.58	55,391.57	32,245.19	32,157.60	33,899.69	33,035.51
Hickory Telephone Company.....	Hickory.....	95,931.94	114,307.44	68,121.67	69,350.78	55,285.27	58,514.89
Interstate Telephone Company.....	Durham.....	736,657.20	727,714.70	242,933.81	236,644.74	144,625.80	161,946.57
Lexington Telephone Company.....	Lexington.....	119,780.48	125,118.20	36,184.03	35,966.93	27,327.65	28,101.15
North State Telephone Company.....	High Point.....	623,170.06	654,110.20	180,797.04	184,054.80	125,000.20	129,037.65
Monroe Telephone Company.....	Monroe.....	33,942.92	33,648.92	32,794.04	31,251.92	21,123.53	21,279.57
Norfolk and Carolina Telephone and Telegraph Company.....	Elizabeth City.....	260,167.46	431,642.26	105,423.93	125,831.69	84,340.32	85,588.87
Southern Appalachian Telephone Company.....	Alliance, Ohio.....	425,780.66	152,790.00	58,458.30	54,300.04	51,357.73	52,736.80
Southern Bell Telephone and Telegraph Company.....	Atlanta, Ga.....	20,620,637.94	20,525,783.42	5,538,943.52	5,336,587.57	4,595,351.11	4,304,530.83
Southeastern Public Utilities Company.....	Charlottesville, Va.....	383,211.60†	1,400,256.76	163,180.48†	162,009.28	161,625.68†	93,822.44
Thomasville Telephone Company.....	Thomasville.....	83,018.60	87,109.80	25,924.00	25,105.92	20,820.51	22,475.41
Western Carolina Telephone Company.....	Highlands.....	85,000.00*	87,164.08	25,000.00*	26,412.23	20,000.00*	22,014.88
Totals.....		\$ 28,827,570.34	\$ 29,829,747.10	\$ 8,074,410.72	\$ 7,817,159.56	\$ 6,525,104.64	\$ 6,141,204.59

*Estimated.

†Operated as:

Horton Telephone Company.

International Telephone Company.

Mocksville Telephone Company.

Randolph Telephone Company.

Granville Telephone Company.

Troy Telephone Company.

TELEPHONE COMPANIES

MAJOR COMPANIES

Name of Companies	Location of Exchange	Number of Phones, 1930		Number of Phones, 1931	
		Business	Residence	Business	Residence
Albemarle Telephone Company.....	Albemarle, P. O.....	(304)	(552)	(286)	(525)
	Albemarle.....	212	424	209	407
	Badin.....	77	84	65	77
	New London.....	4	29	3	31
	Oakboro.....	11	15	9	10
	Tarboro, P. O.....				
	Ahoskie.....	149	112	141	121
	Aulander.....	29	14	24	10
	Aurora.....	10	55	11	42
	Ayden.....	59	119	53	116
Carolina Telephone and Telegraph Company.....	Bayboro.....	51	81	49	66
	Beaufort.....	108	131	108	123
	Belhaven.....	65	95	63	94
	Beusson.....	73	105	71	83
	Bladenboro.....	21	23	17	26
	Clayton.....	75	129	64	111
	Clinton.....	205	234	177	217
	Columbia.....	49	41	49	38
	Conway.....	14	64	16	55
	Dunn.....	293	419	281	408
	Elm City.....	42	86	45	74
	Elizabethtown.....	51	60	49	59
	Enfield.....	105	234	79	220
	Farmville.....	96	168	94	147
	Fayetteville.....	1,068	1,232	10,63	1,225
	Fountain.....	14	27	10	21

TELEPHONE COMPANIES—Continued
MAJOR COMPANIES—Continued

Name of Companies	Location of Exchange	Number of Phones, 1930		Number of Phones, 1931	
		Business	Residence	Business	Residence
	Franklinton.....	46	120	41	111
	Greenville.....	552	922	518	877
	Grifton.....	17	42	24	46
	Henderson.....	610	903	607	882
	Jackson.....	37	34	34	25
	Kenly.....	34	34	33	33
	Kinston.....	752	1,078	711	989
	La Grange.....	27	78	28	63
	Lillington.....	53	32	53	36
	Littleton.....	60	137	58	138
	Louisburg.....	123	226	116	227
	Lucama.....	-----	-----	16	31
	Macon.....	9	60	3	59
	Maxton.....	77	163	66	159
	Morehead City.....	268	260	271	248
	Murfreesboro.....	29	72	27	66
	Nashville.....	86	84	82	74
	New Bern.....	644	1,117	657	1,096
	Norlina.....	73	67	74	71
	Oriental.....	20	36	20	33
	Oxford.....	250	519	251	495
	Pinetops.....	34	47	27	37
	Plymouth.....	67	78	77	94
	Pollocksville.....	28	18	24	15
	Raeford.....	98	110	97	104
	Red Springs.....	62	118	64	101
	Rich Square.....	33	87	31	67
	Roanoke Rapids.....	227	303	212	246
	Rocky Mount.....	891	2,141	868	2,014

	11	13	29
Roper.....	11	13	29
Roxobel.....	29	35	56
St. Pauls.....	64	104	212
Scotland Neck.....	216	9	15
Seaboard.....	13	179	300
Smithfield.....	315	36	51
Snow Hill.....	68	45	85
Spring Hope.....	90	363	512
Tarboro.....	545	54	141
Wake Forest.....	143	159	226
Warrenton.....	233	554	891
Washington.....	917	178	199
Weldon.....	228	36	50
Whitakers.....	40	134	169
Williamston.....	174	965	1,530
Wilson.....	1,010	81	81
Windsor.....	61	56	10
Winton.....	14	10	13
Woodland.....	18	17	57
Youngsville.....	10	6	20
Siler City, P. O.....	(792)	(683)	(1,132)
Angier.....	19	19	15
Ansonville.....	10	7	24
Bonlee.....	8	6	11
Carthage.....	70	47	84
Gibsonville.....	45	49	104
Goldston.....	14	13	10
Kernersville.....	46	34	43
Lilesville.....	12	7	17
Marshville.....	42	31	54
Marston.....	15	8	7
Norwood.....	37	33	68
Oak Ridge.....	6	5	13
Peachland.....	3	2	2
Pinehurst.....	108	237	197
Pittsboro.....	42	122	37
Polkton.....	5	34	4

Central Carolina Telephone Company.....

TELEPHONE COMPANIES—Continued
MAJOR COMPANIES—Continued

Name of Companies	Location of Exchange	Number of Phones, 1930		Number of Phones, 1931	
		Business	Residence	Business	Residence
Central Carolina Telephone Company—Continued.	Siler City.....	90	118	87	115
	Southern Pines.....	136	264	115	259
	Stokesdale.....	7	5	5	5
	Summerfield.....	5	28	2	15
	Varina-Fuquay.....	53	82	45	79
	Vass.....	9	13	6	11
	Wingate.....	10	10	7	8
	Chapel Hill, P. O.....	180	421	160	428
	Concord, P. O.....	(504)	(2,184)	(533)	(1,978)
	Concord.....	325	1,405	364	1,190
Chapel Hill Telephone Company. Concord Telephone Company.	Kannapolis.....	118	402	111	364
	China Grove.....	47	297	46	103
	Mt. Pleasant.....	14	80	12	21
	Sanford, P. O.....	224	633	188	374
	Hickory, P. O.....	465	1,177	503	1,295
	Durham, P. O.....	1,100	4,118	1,924	3,893
	Lexington, P. O.....	(275)	(739)	(287)	(724)
	Lexington.....	268	729	280	715
	Southmont.....	7	10	7	9
	High Point, P. O.....	(1,345)	(3,380)	(1,348)	(3,409)
North State Telephone Company	High Point.....	1,313	3,320	1,316	3,350
	Randleman.....	32	60	32	59
	Elizabeth City.....	(635)	(1,734)	(619)	(1,714)
	Elizabeth City.....	440	1,290	437	1,254
	Edenton.....	108	293	102	316
	Hertford.....	58	127	54	115
	Manteo.....	29	24	26	29
	Monroe.....	242	604	247	620
	Monroe.....	(419)	(1,199)	(371)	(915)
	Alliance, Ohio.....				
Norfolk and Carolina Telephone and Telegraph Company.					
Monroe Telephone Company. Southern Appalachian Telephone Company.					

Bakerville.....	16	62	14	57
Beulaville.....	3	18	6	10
Burnsville.....	42	87	33	60
Candler.....	12	129	12	106
Hazel.....	8	38	8	27
Hot Springs.....	12	16	18	12
Jacksonville.....	41	171	47	123
Leicester.....	8	107	5	83
Morven.....	21	45	20	28
Old Fort.....	20	18	16	21
Richlands.....	13	44	13	30
Roseboro.....	23	30	23	11
Saluda.....	15	61	12	34
Swansboro.....	10	34	8	22
Wadesboro.....	175	339	136	291
Atlanta.....	(38,437)	(51,754)	(37,478)	(49,309)
Apex.....	34	71	35	66
Aiden.....	37	51	36	49
Asheville.....	5,182	6,405	4,933	5,865
Belmont.....	125	170	118	165
Bessemer City.....	58	56	57	47
Black Mountain.....	110	124	97	108
Blowing Rock.....	15	30	18	28
Boone.....	60	76	55	66
Burlington.....	935	1,500	974	1,483
Canton.....	274	368	277	364
Caroleen.....	33	63	35	66
Cary.....	23	40	20	35
Charlotte.....	7,452	9,404	7,212	9,030
Cherryville.....	100	248	85	211
Cleveland.....	24	126	20	116
Davidson.....	93	247	93	234
Fairmont.....	72	83	74	71
Forest City.....	148	219	144	197
Gastonia.....	1,125	1,452	1,086	1,381
Gibson.....	25	62	22	52
Goldsboro.....	857	1,155	846	1,055
Greensboro.....	4,418	5,238	4,274	5,022

Southern Bell Telephone and Telegraph Company.

TELEPHONE COMPANIES—Continued
MAJOR COMPANIES—Continued

Name of Companies	Location of Exchange	Number of Phones, 1930		Number of Phones, 1931	
		Business	Residence	Business	Residence
Southern Bell Telephone and Telegraph Company—Continued.	Grover.....	17	29	15	27
	Hamlet.....	262	549	247	480
	Hendersonville.....	562	872	501	764
	Kings Mountain.....	138	230	135	224
	Laurinburg.....	155	280	144	264
	Lenoir.....	409	569	416	603
	Lincolnton.....	220	612	251	385
	Lumberton.....	361	434	362	417
	Maiden.....	47	111	41	110
	Morganton.....	385	439	384	448
	Mt. Holly.....	114	164	98	156
	Mt. Olive.....	97	168	88	152
	Murphy.....	134	129	128	110
	Newland.....	41	11	40	11
	Newton.....	200	406	196	374
	Raleigh.....	4,022	4,654	4,074	4,571
	Reidsville.....	442	613	455	618
	Rockingham.....	345	364	311	337
	Rowland.....	33	57	31	54
	Rutherfordton.....	235	334	224	341
	Salisbury.....	1,260	2,364	1,261	2,232
	Selma.....	93	148	84	137
	Shelby.....	477	705	485	688
	Southport.....	44	41	48	45
	Spruce Pine.....	92	58	93	64
	Statesville.....	708	1,106	705	1,035
	Stony Point.....	19	41	14	35
	Taylorsville.....	46	82	52	73
	Troutman.....	20	51	18	51

Waco.....	4	27	3	25
Waynesville.....	274	359	280	329
Wendell.....	43	76	40	73
Wilmington.....	1,950	3,104	1,923	3,071
Winston-Salem.....	3,902	5,187	3,755	4,909
Wrightsville.....	31	112	32	118
Zebulon.....	55	80	55	72
Charlottesville, Va.....	1,229	2,814	(1,450)	(3,252)
Asheboro.....	-----	-----	190	412
Booneville.....	-----	-----	13	19
Candor.....	-----	-----	20	71
Creedmoor.....	-----	-----	26	84
Dobson.....	-----	-----	14	17
Eagle Springs.....	-----	-----	2	7
Elkin.....	-----	-----	123	419
Leaksville.....	-----	-----	289	574
Mocksville.....	-----	-----	54	108
Mt. Airy.....	-----	-----	258	517
Mt. Giload.....	-----	-----	37	122
North Wilkesboro.....	-----	-----	223	532
Pilot Mountain.....	-----	-----	19	23
Ramseur.....	-----	-----	33	48
Rural Hall.....	-----	-----	12	95
Sparta.....	-----	-----	15	24
Troy.....	-----	-----	59	85
West End.....	-----	-----	5	37
West Jefferson.....	-----	-----	38	35
Yadkinville.....	-----	-----	20	23
Thomasville.....	216	254	231	448
Highlands.....	285	330	(208)	(288)
Bryson City.....	-----	-----	58	59
Franklin.....	-----	-----	57	92
Highlands.....	-----	-----	19	19
Sylva.....	-----	-----	74	118
Totals.....	57,518	90,618	57,050	86,264

Thomasville Telephone Company

Western Carolina Telephone Company

Totals

MINOR COMPANIES

Name of Company	Home Address and For Exchange	Value Plant and Equipment		Operating Revenue		Operating Expense	
		1930	1931	1930	1931	1930	1931
Andrews Telephone Company	Andrews	\$ 2,500.00	\$ 2,800.00	\$ 3,217.60	\$ 3,321.83	\$ 3,394.98	\$ 3,317.42
Atlantic Telephone Company	Warsaw	15,000.00	7,500.00	10,435.92	9,172.76	11,683.92	10,010.38
Beaverdam Telephone Company (1)	Lincolnton	300.00					
Bethlehem Telephone Company	Bellevue Creek, R.F.D. No. 1	283.00	283.00	77.87	66.42	77.87	66.42
Boiling Springs Telephone Company	Boiling Springs	500.00	500.00	350.00*	300.00*	300.00*	300.00*
Brown Summit Telephone Company	Brown Summit	175.00	175.00	57.84	59.84	57.84	59.84
Blue Ridge Telephone Company (2)	Hickory	8,732.21		2,336.27		1,752.00	
Cane Creek Telephone Company	Saxapahaw	2,000.00	3,780.00	600.00*	1,291.04	600.00*	1,291.04
Catawba Telephone Company	Catawba	3,000.00	3,000.00	759.65	1,646.81	211.66	1,036.88
Chowan Telephone Company	Tyner	750.00	750.00*	1,035.83	1,000.00*	863.53	800.00*
Citizens Telephone Company	Brevard	40,839.27	38,783.56	16,092.08	24,592.77	15,522.36	9,813.08
Clay County Telephone Company	Hayesville	400.00	400.00	1,191.09	807.54	1,191.09	807.54
Cliffside Telephone Company	Cliffside	10,898.33	10,898.33	5,242.93	4,639.78	4,750.41	4,090.60
Columbus Telephone Company	Whiteville	17,700.00	18,499.61	15,865.26	15,943.62	9,945.35	15,669.89
Cooleemee Telephone Company	Cooleemee	3,500.00	3,600.00	5,430.53	3,872.28	5,025.57	3,306.93
Cullowhee Telephone Company	Cullowhee	1,117.00	1,000.00	1,112.85	583.00	1,158.95	739.57
Davidson Telephone Company (3)	Welcome		300.00*				
Deep River Telephone Company (4)	High Point, R.F.D. No. 1	1,800.00	1,800.00	1,703.64	1,395.19	1,712.73	1,385.39
Denton Telephone Company	Denton	100.00	75.00	150.00*		150.00*	
Donnaha and East Bend Telephone Company (5)	East Bend	100.00*	100.00*	200.00*		200.00*	
Eagle Springs and McLean's Creek Telephone Company	Eagle Springs	25.00	25.00				
East Bend Telephone Company	East Bend	5,400.00	5,400.00	5,042.68	5,874.37	4,920.00	5,840.00
Eastern Telephone Company	Robersonville	3,000.00	2,500.00	1,100.00	945.00	1,100.00	1,128.00
Ellenboro Telephone Company	Ellenboro	2,000.00	2,000.00	2,033.00	1,069.17	1,476.00	1,069.17
Ellerbe Telephone Company	Ellerbe	100.00*					
Fairmont-Silver Hill Telephone Company (7)	Lexington	1,100.00	1,000.00	328.42	372.70	312.00	247.05
Falling Creek Telephone Company	Goldboro	250.00					
Farmers Rural Telephone Company (8)	Maxton						

Farmers Telephone Company	500.00	300.00	508.00	300.00*	360.00
Forsyth-Davidson Telephone Company	150.00	850.00	562.64	848.00	502.71
Fremont Telephone Company	20,000.00	12,000.00	17,513.75	15,513.75	9,882.49
Fruitland Telephone Company (9)	400.00	175.00		4,355.43	
Granite Falls	17,223.03		4,715.19		
Guilford Telephone Company (10)	4,000.00	3,000.00	4,496.97	4,018.68	3,720.48
Hamilton	3,500.00	3,500.00	1,264.14	1,950.60	1,264.14
Harmony Telephone Company	50.00	400.00	614.30	449.60	584.89
Huntersville Telephone Company	4,000.00	4,000.00	1,513.00	1,500.00*	1,300.00*
Home Telephone Exchange	500.00	500.00	600.00*	550.00*	550.00*
Independent Telephone Company	200.00	200.00	6.74	6.00*	6.00*
Indian Trail Telephone Company (11)					
Knott's Island Telephone Company	500.00	500.00	602.12	603.79	642.08
Lattimore	800.00	800.00	2,127.02	1,586.35	1,133.29
Lee Telephone Company (12)	100.00*	100.00*	24.00		3.42
Liberty Telephone Company	144,280.00	149,055.37	19,716.47	19,844.21	18,198.26
Leach Telephone Company	7,810.88	7,420.00	7,245.67	4,354.60	4,823.58
Linwood Telephone Company (13)	1,400.00	1,280.00	935.70	370.00	395.38
Madison Telephone Company	280.00	350.00	44.65		3.40
Marion Telephone Company	4,519.84	4,500.00	6,387.64	6,996.04	6,500.00*
Mechane Home Telephone Company	16,979.97	15,965.68	25,909.86	21,324.60	16,822.01
Monroe Telephone Company	7,000.00	7,000.00	1,697.30	2,497.00	
Mebane Ridgevale Telephone Company (15)	33,942.92	33,648.92	32,794.04	21,123.53	21,279.57
Merchant's Telephone Company	200.00	200.00*	142.84	142.84	
Middlesex	3,000.00	1,000.00	2,400.00	1,800.00	2,165.00
Mooresville Telephone Company	400.00*	1,500.00	500.00*	450.00*	410.00
Morris Telephone Company	26,209.63	25,697.41	16,984.33	14,362.70	13,146.67
Montreat Telephone Company	35,881.45	9,289.80	18,493.75	17,650.52	19,007.42
Newell Telephone Company (16)	4,084.15	3,797.52	1,856.96	1,892.92	1,298.75
Newport Western Carteret Telephone Company	40.00*	40.00*	1,000.00*	900.00*	4,281.94
North Buncombe Telephone Company	1,500.00	1,000.00	944.00	1,257.00	928.76*
Orinoco Telephone Company (17)	313.22	300.00	472.10	513.64	450.00*
Outer Creek Telephone Company	400.00	400.00	180.00	180.00	184.50
Union Mills, R.F.D. No. 1	300.00	300.00	326.73	378.72	210.82

MINOR COMPANIES—Continued

Name of Company	Home Address and For Exchange	Value Plant and Equipment		Operating Revenue		Operating Expense	
		1930	1931	1930	1931	1930	1931
Piedmont Telephone Company	Aberdeen	\$ 37,785.54	\$ 35,297.28	\$ 10,666.73	\$ 10,517.39	\$ 8,021.30	\$ 8,192.65
Pfafftown Telephone Company	Pfafftown	2,500.00	2,500.00	1,110.00	1,085.11	1,110.00	1,085.11
Paw Creek Telephone Company	Paw Creek, R.F.D. No. 1	300.00	300.00*	600.00	500.00*	600.00	500.00*
Pender Telephone Company (18)	Burgaw	1,000.00	800.00	1,710.00	1,200.00	980.00	1,100.20
Pine Bluff Telephone Company	Pine Bluff	3,000.00	3,000.00	1,571.00	1,572.89	325.00	356.98
Pittsylvania Telephone Company	Danville, Va.	250.00	240.00	195.88	250.00	260.60	237.68
Polk County Telephone Company	Tryon	29,063.90	9,700.00	13,498.17	12,650.65	14,927.03	14,190.60
Prospect Telephone Company (19)	High Point	200.00	200.00*				
Providence Telephone Company	Danville, Va.	450.00	4,500.00	253.17	250.00*	253.17	250.00*
Reeds Telephone Company	Lexington, R.F.D. No. 3	300.00	500.00	500.00	485.00	500.00	485.00
Rich Fork Telephone Company (20)	High Point, R.F.D. No. 4	500.00	1,200.00				10.75
Rock Hill Telephone Company (21)	Walnut Cove	250.00	150.00	48.00		48.00	
Rock Ridge Telephone Company	Wilson	1,000.00	800.00	966.00	693.00	966.00	693.00
Rocky Creek Telephone Company	Dunlap, R.F.D. No. 1	400.00	400.00*	400.00*	400.00*	400.00*	400.00
Rose Hill Telephone Company (22)	Rose Hill						
Seattle Telephone Company†	Altamahaw						
Seagrove Telephone Company†	Seagrove						
Sharon Telephone Company	Shelby, R.F.D. No. 3	450.00	200.00*	324.00*	438.87	312.00*	532.00
Southeast Guilford Telephone Company†	Climax	100.00		1,200.00*		1,200.00*	
South Yadkin Telephone Company†	Hiddenite	600.00		420.00*		459.00	
Steel Creek Telephone Company	Charlotte, R.F.D. No. 3	500.00	500.00	840.00	578.00	826.00	564.00
Tulin Telephone Company	Concord, R.F.D. No. 2	100.00	100.00	425.00*	240.00*	400.00*	240.00*
Waxhaw Telephone Company (23)	Waxhaw	7,000.00		1,577.13			
Ward Line	Battleboro	650.00	550.00	600.00	246.00	450.00	358.61
Watauga Telephone Company	Boone	2,000.00	600.00	2,074.00	160.00*	2,074.00	160.00*
Weaverville Telephone Company	Weaverville	7,566.51	7,000.00*	10,215.39	10,000.00*	10,243.11	10,000.00*

Yanceyville Telephone Company -----	Yanceyville -----	1,700.00	5,914.72	1,724.56	1,792.57	1,583.61	1,531.28
Yeopim Telephone Company -----	Edenton -----	500.00	300.00	207.99	144.35	170.35	144.35
Totals -----		\$567,547.85	\$485,289.45	\$305,322.24	\$271,701.84	\$264,643.52	\$239,493.55

*Estimated.

†No report.

(1)Served by Southern Bell Telegraph & Telephone Company.

(2)Absorbed by Hickory Telephone Company 1931.

(3)Out of commission.

(4)Served by North State Telephone Company.

(5)Mutual.

(6)Almost out of Commission.

(7)Served by Lexington Telephone Company.

(8)Served by Carolina Telephone and Telegraph Company.

(9)Served by Hendersonville.

(10)Absorbed by Hickory Telephone Company.

(11)Discontinued January 1930.

(12)Served by Thomasville Telephone Company.

(13)Out of Commission.

(14)Absorbed by McAlpine Telephone Company.

(15)Mutual.

(16)Began operation 1931.

(17)Served by North State Telephone Company.

(18)Changed to Citizens Telephone Company 1931.

(19)Served by North State Telephone Company.

(20)Mutual.

(21)Mutual.

(22)Absorbed by Atlantic Telephone Company.

(23)Absorbed by McAlpine Telephone Company 1931

MINOR COMPANIES—Continued

Name of Company	Address and Exchanges	Number of Phones 1930		Number of Phones 1931	
		Business	Residence	Business	Residence
Andrews Telephone Company.....	Andrews.....	30	67	34	59
Atlantic Telephone Company.....	Warsaw.....			71	103
	Wallace.....	37	47		
	Warsaw.....	47	50		
Beaverdam Telephone Company.....	Lincolnton.....		12		
Bethlehem Telephone Company.....	Below's Creek, R. F. D. No. 1.....		10		16
Boiling Springs Telephone Company.....	Boiling Springs.....		12		12
Brown's Summit Telephone Company.....	Brown Summit.....	3		3	
Blue Ridge Telephone Company.....	Hickory.....		3		2
	Valdese.....	29	48		
Cane Creek Telephone Company.....	Saxapahaw.....		176		180
Catawba Telephone Company.....	Catawba.....	17	77	16	68
Chowan Telephone Company.....	Tyner.....	7	21	7	21
Citizens Telephone Company.....	Brevard.....	142	102	87	119
Clay County Telephone Company.....	Hayesville.....	22	70	21	26
Cliffside Telephone Company.....	Cliffside.....	18	215	17	183
	Avondale.....				
	Cliffside.....				
Columbus Telephone Company.....	Whiteville.....	(176)	(264)		
	Chadburn.....	13	35	15	34
	Tabor.....	23	33	17	30
	Whiteville.....	140	196	134	207
Cooleemee Telephone Company.....	Cooleemee.....	31	247	37	77
Cullowhee Telephone Company.....	Cullowhee.....	6	14	4	7
	Welcome.....				
Davidson Telephone Company.....	High Point, R. F. D.....		40		40
Deep River Telephone Company.....	Denton.....	30	75	30	75
Denton Telephone Company.....	Denton.....		15		15
Donnaho and East Bend Telephone Company.....	East Bend.....				30
Eagle Springs and McLean's Creek Telephone Company.....	Eagle Springs.....		30		

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Eastern Telephone Company	Robersonville	84	331
Ellenboro Telephone Company	Bethel		
Ellerbe Telephone Company	Ellenboro	17	218
Fairmont-Silver Hill Telephone Company	Ellerbe	19	56
Falling Creek Telephone Company	Lexington		51
Farmers Rural Telephone Company	Goldsboro, R. F. D. No. 4	2	38
Forsyth-Davidson Telephone Company	Maxton		3
Fremont Telephone Company	Winston-Salem, R. F. D. No. 4		80
	Fremont	50	175
	Pikeville	11	19
	Princeton	13	14
	Stantonsburg	27	65
	Hendersonville	2	6
	Farmer	1	2
	Hickory	49	62
	Guilford College	18	133
	Hamilton	20	45
	Harmony	11	37
	Huntersville	18	83
	Salisbury	1	
	Indian Trail		
	Knott's Island	7	12
	Vanceboro	13*	10*
	Lattimore	14	218
	Thomasville		16
	Martinsville, Va.		(100)
	Madison-Mayodan	81	70
	Walnut Cove	26	14
	Stoneville	10	11
	Walkertown	6	32
	Liberty	48	136
	Etcher	9	8
	Linwood		14
	Weaverville	53	50*
	Madison Telephone Company		61*
Liberty Telephone Company			
Leach Telephone Company			
Linwood Telephone Company			
Madison Telephone Company			

MINOR COMPANIES—Continued

Name of Company	Address and Exchanges	Number of Phones 1930		Number of Phones 1931	
		Business	Residence	Business	Residence
Marion Telephone Company.....	Marion.....	146	390	134	286
McAlpine Telephone Company.....	Charlotte.....				
	Matthews.....			14	54
	Waxhaw.....			18	22
Matthews Telephone Company.....	Matthews.....	17	60		
Mebane Home Telephone Company.....	Mebane.....	66	149	58	95
Mebane-Ridgeville Telephone Company.....	Prospect Hill.....	7	40	7*	40*
Merchants Telephone Company.....	Middlesex.....	52	110	32	22
Midway Telephone Company.....	Winston-Salem, R. F. D. No. 4.....		120*		110*
Mooreville Telephone Company.....	Mooreville.....	102	344	100	269
Morris Telephone Company.....	Roxboro.....				
	Hillsboro.....	57	111	53	94
	Roxboro.....	127	255	108	229
Montreat Telephone Company.....	Montreat.....	17	65	15	57
Newell Telephone Company.....	Newell.....	2	45*	2	40*
Newport-Western Carteret Telephone Company.....	Newport.....	13	62	3	48
North Buncombe Telephone Company.....	Weaverville.....	2	7	2	7
Orinoco Telephone Company.....	High Point.....		30		30
Otter Creek Telephone Company.....	Union Mills, R. F. D. No. 1.....		27	2	17
Piedmont Telephone Company.....	Aberdeen.....				
	Aberdeen.....	66	92	58	89
	Wagram.....	10	31	6	21
Pfafftown Telephone Company.....	Pfafftown.....	6	179	20	160
Paw Creek Telephone Company.....	Paw Creek.....	4	32	4*	30*
Pender Telephone Company.....	Burgaw.....	38	53		
Pine Bluff Telephone Company.....	Pine Bluff.....	5	41	5	47
Pittsylvania-Caswell Telephone Company.....	Danville, Va.....	3	8	3	6
Polk County Telephone Company.....	Tryon.....	85	261	69	252
Prospect Telephone Company.....	High Point.....	1	15		14

Providence Telephone Company.....	Danville, Va.....	13	-----	13
Reeds Telephone Company.....	Lexington, R. F. D. No. 3.....	125	-----	125
Rich Fork Telephone Company.....	High Point, R. F. D. No. 4.....	40	-----	40
Rock Hill Telephone Company.....	Walnut Cove.....	21	-----	14
Rock Ridge Telephone Company.....	Wilson, R. F. D. No. 2.....	40	3	25
Rocky Creek Telephone Company.....	Dunlap, R. F. D. No. 1.....	30*	4*	30*
Rose Hill Telephone Company.....	-----	-----	-----	-----
Seattle Telephone Company.....	Altamahaw.....	-----	-----	-----
Seagrove Telephone Company.....	Seagrove.....	5	-----	-----
Sharon Telephone Company.....	Shelby, No. 3.....	25	-----	15
Southeastern Guilford Telephone Company.....	Climax.....	125	-----	-----
South Yadkin Telephone Company.....	Hiddenite.....	65	-----	-----
Steel Creek Telephone Company.....	Charlotte, R. F. D. No. 3.....	37	2	23
Tulin Telephone Company.....	Concord, R. F. D. No. 2.....	28	-----	30
Ward Line.....	Battleboro.....	6	4	8
Watauga Telephone Company.....	Boone.....	120	12	118
Waxhaw Telephone Company.....	Waxhaw.....	28	-----	-----
Weaverville Telephone Company.....	Weaverville.....	-----	-----	-----
-----	Mars Hill.....	43	12*	40*
-----	Weaverville.....	131	30*	125*
Yanceyville Telephone Company.....	Yanceyville.....	35	11	30
Yeopim Telephone Company.....	Edenton.....	13	-----	10
Totals.....	2,157	7,248	1,767	5,816

*Estimated.

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